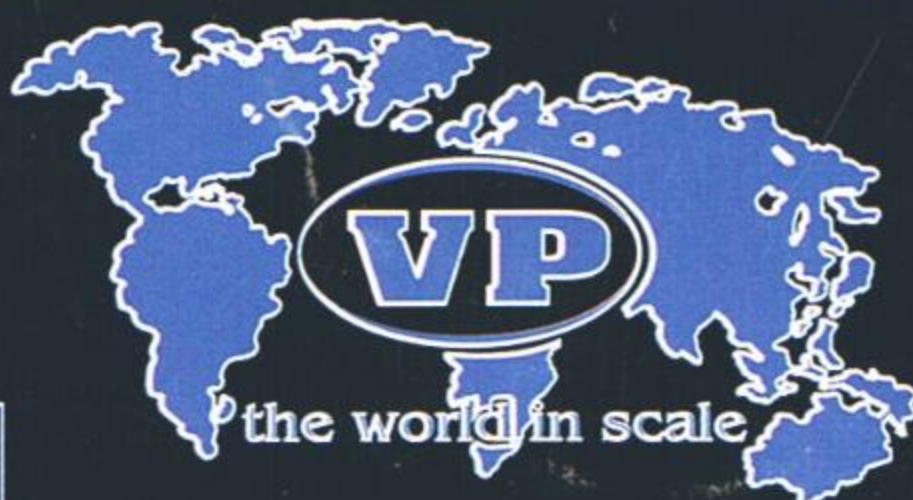


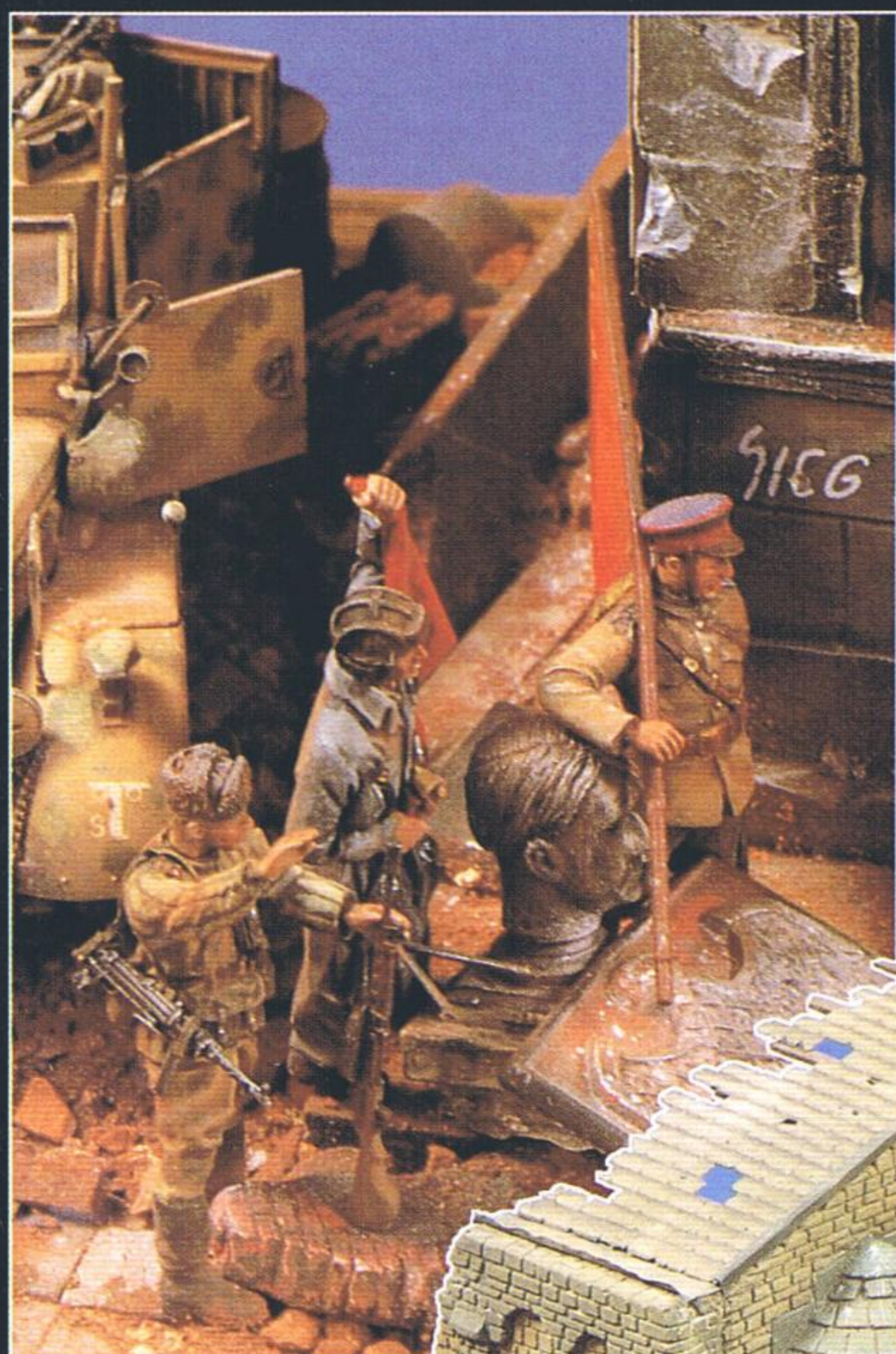
# VERLINDEN PRODUCTIONS

## Modeling



## Magazine

In this issue



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a Berlin scene, by  
Dieter METZDORF

1:35 Sherman with  
AMX-13 75mm turret

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Supply Cart

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Tools &  
Techniques  
Metalizing  
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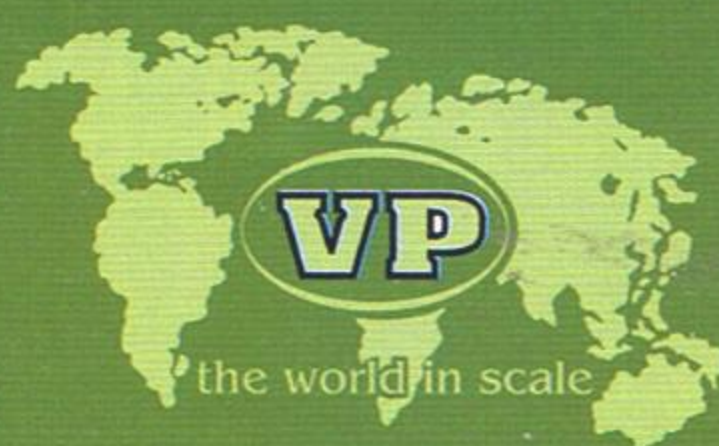
"Breakout"  
a Normandy  
scene,  
VP Style



Focus On :  
AH-64 APACHE  
Pilot & Gunner

VERLINDEN PRODUCTIONS

# Clearing the Way



with our August & September novelties



VERLINDEN PRODUCTIONS Ondernemersstraat 4 B-2500 Lier



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Modeling books & accessories

Volume 4 Number 1

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## From the US editor

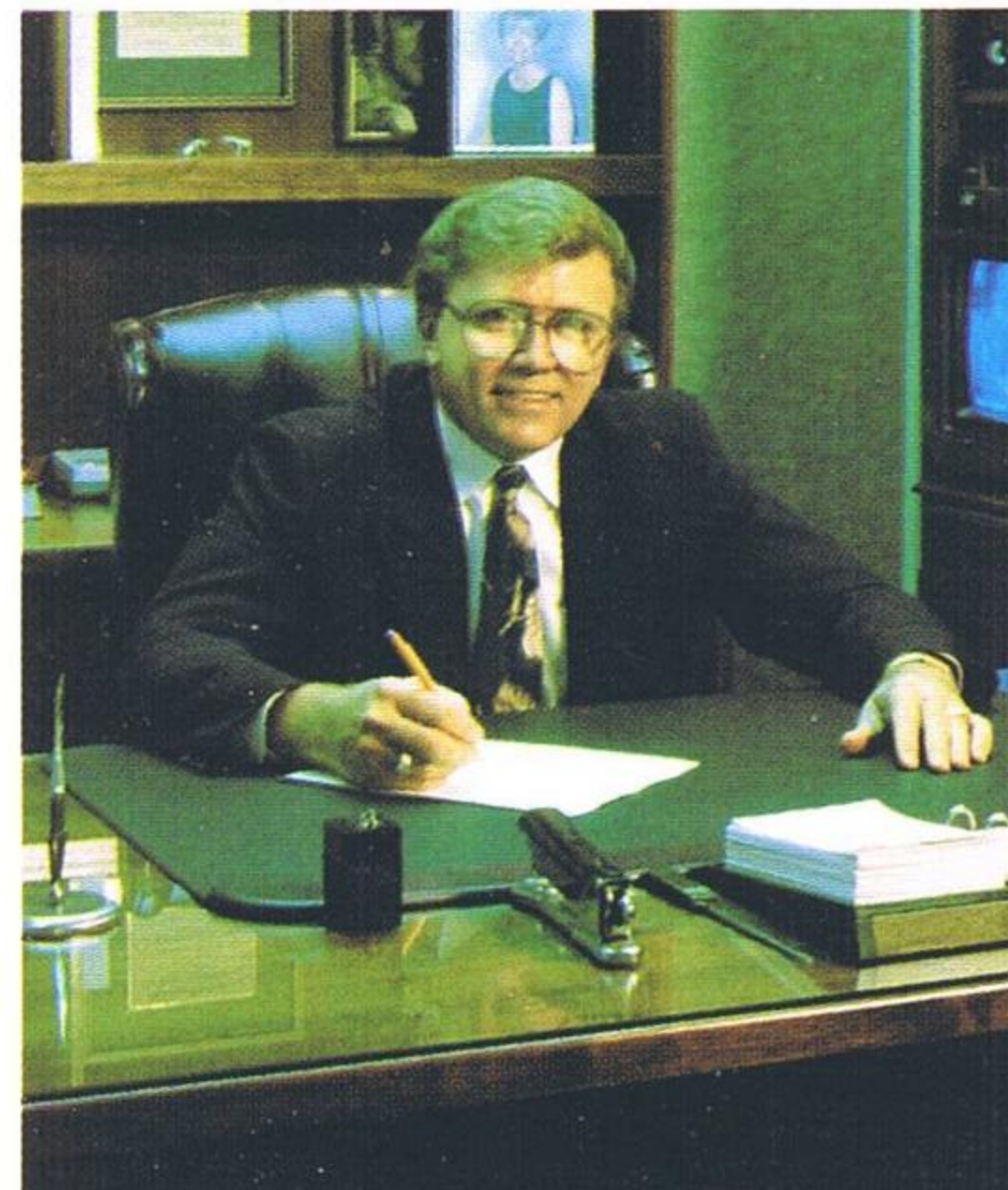
Over the last five years there has been a disturbing trend among plastic kit manufacturers to publish catalogs with new releases throughout, giving specific dates, and then at the end of the year, we find that only half of them have actually been released, and that's not all. Another new tactic is the release, for example, of a particular aircraft kit with 4 to 6 different markings and box art but the exact same molding.

These practices cause nightmares for distributors and retailers such as myself. I assume the announcements are meant to discourage a competitor from developing the same kit that the manufacturer has on his long range drawing board, so if it is announced for this summer, even though it won't be released until next summer, maybe no one else will do it. No harm done, right? Wrong! The modeler anxiously waits for the release date and then goes to his local hobby shop and demands the item. The hobby shop doesn't have it and calls the distributor; now everyone is upset and then when the kit is finally released, (if it is, in fact, released, sometimes it simply disappears from next years catalog with no explanation), the consumer has mostly lost interest after waiting for months and the distributors and hobby shops are overstocked as a result.

The plastic kit manufacturers practice of marketing the same kit in four different boxes has a similar effect. I understand and sympathize with them because of the ever increasing costs of the plastic injection molds, they must sell large quantities to amortize those costs, but there must be a better way. Many people in the model business are businessmen, not necessarily experts on aircraft or armor. When a manufacturer announces four new kits with different numbers, many will order equal quantities of each, and inevitably, after the first one is released, the other three will sell in much smaller quantities. Again he is overstocked with products that will set on his shelves for months and even years.

How does this effect you as a modeler? When distributors and retailers are overstocked with slow moving items, their capital is tied up and they cannot afford to invest in the quantities of new releases that they would otherwise and this results in a smaller selection for the consumer. Fortunately we have some experts at VLS but not everyone is that lucky. Lately we have noticed that as people are becoming more aware of these practices, new angles are springing up, such as 2 kits, exactly the same, one being called the Schwalbe and the other a Swallow, (English for schwalbe). When VP announces a release on a given month, you will have it that month, and you won't see the same kit sold in one box as a Lynx and in another as a Luchs.

Bob Letterman  
U.S. Editor



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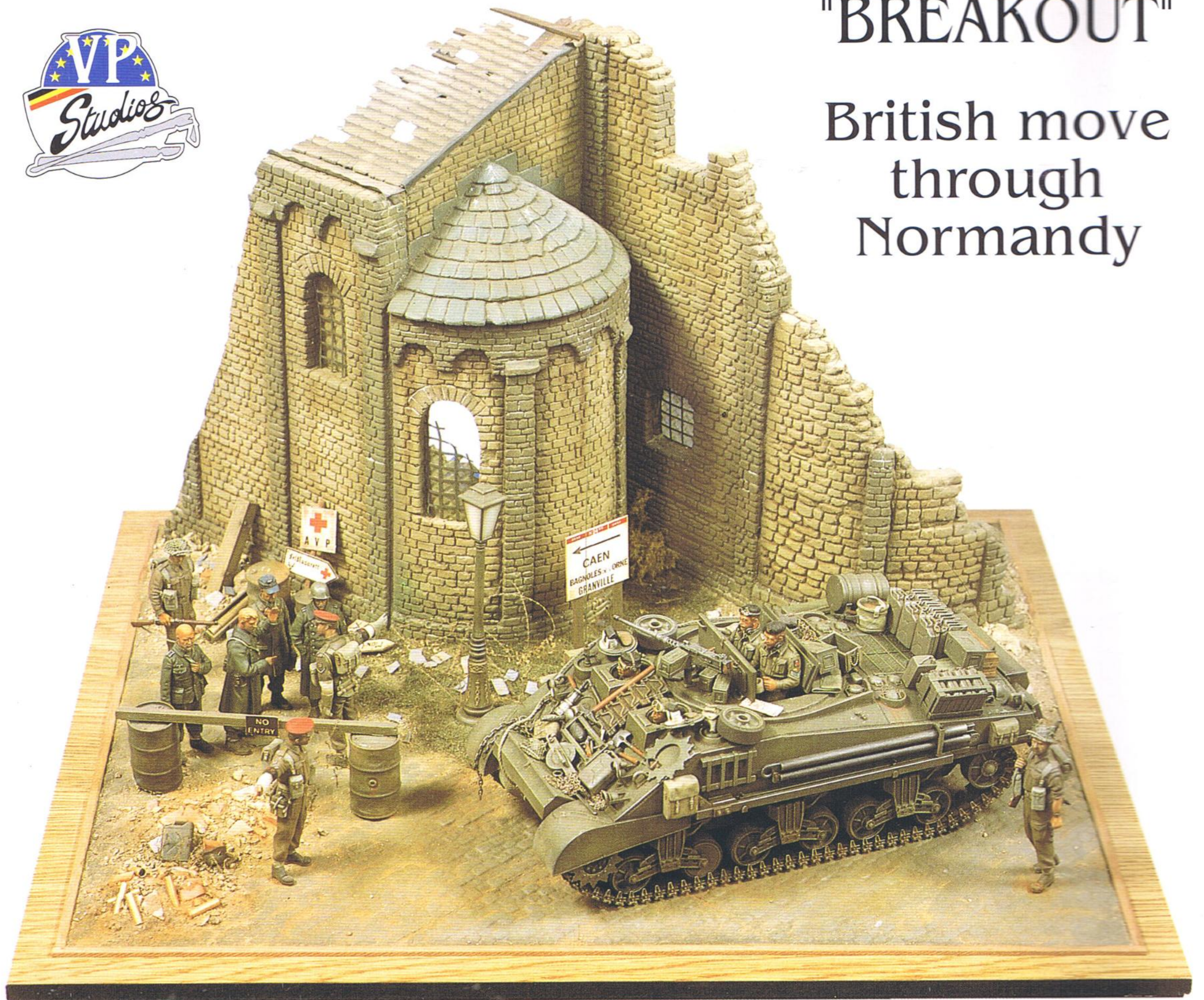
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# "BREAKOUT"

## British move through Normandy



This diorama typifies the British breakout from their Normandy bridgehead in the summer of 1944. In this section of a convoy, a Sherman recovery vehicle is maneuvering through a ruined French village on their way to Caen. As some of the Military Police direct traffic, others with the help of the Infantry round up POW's to be escorted to the rear.

### THE VEHICLE

This type of Sherman recovery vehicle was mostly used as a repair/towing vehicle, usually laden with lots of tools, equipment and spare parts. A Tamiya Sherman kit was used for the chassis with a VP M4A2 Hull. A disc was cut from plastic sheet to fit the turret hole. A rectangular opening was then cut into the disc and a split

hatch cover fashioned from plastic sheet completed the conversion.

The array of tools and equipment were salvaged from the scrap box, some old kits and some from scratch, such as tow bars, tow cables, pulleys and jerry can holders.

The remainder of the gear was selected from various VP accessory kits, Cal.50 Machine Gun, Ammo Cases, Chains, Tank Tool Boxes, etc.

### THE FIGURES

The Figures in this diorama are straight from the box, VP British Tank Crew, British MPs, British Infantry and the two German POW kits. Artists oils were used for the flesh tones and Humbrol matts for the uniforms, weapons and equipment.

Diversification was pursued by different complexions of the flesh parts.

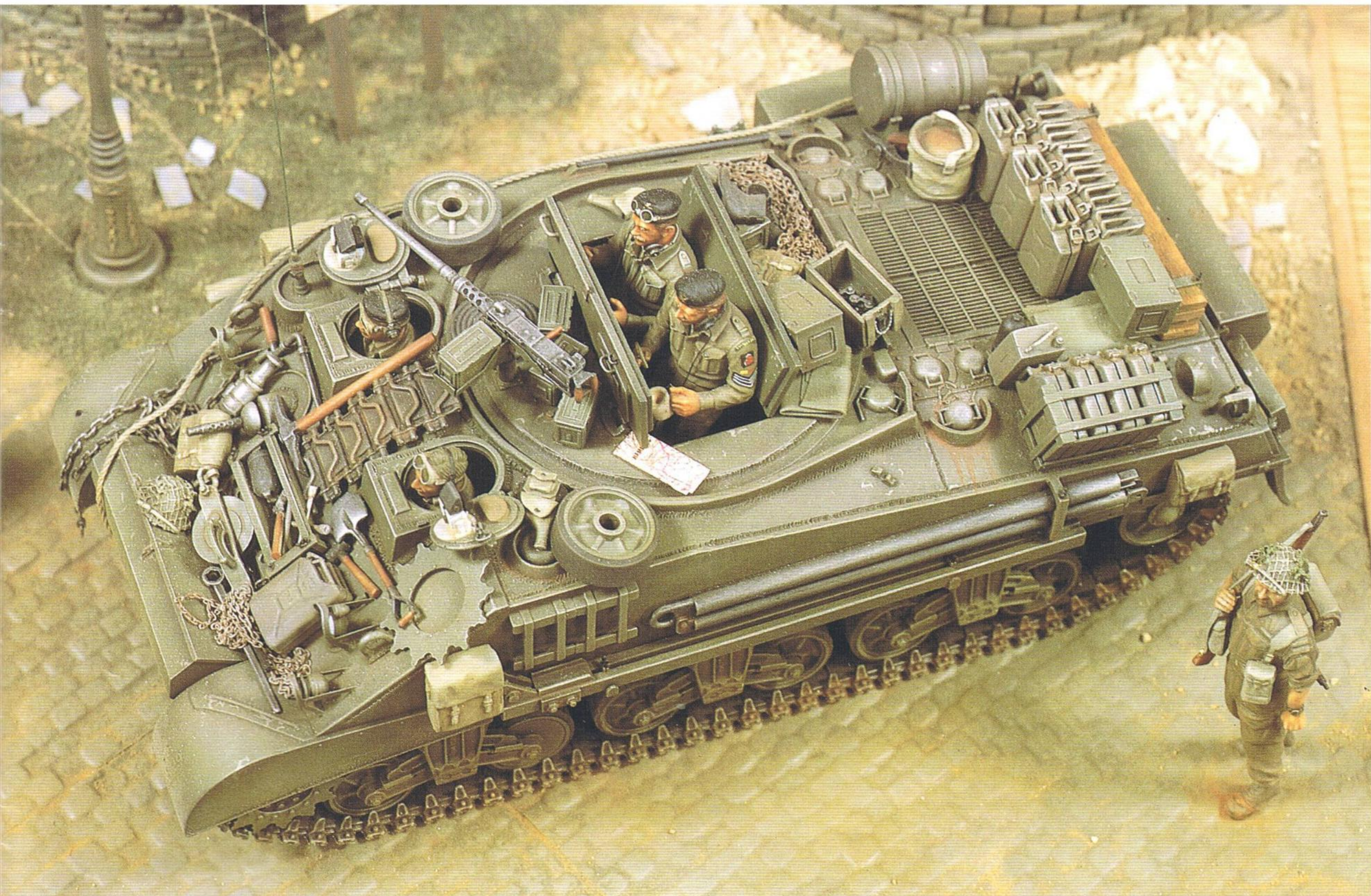
### THE DIORAMA

The building is "out of the box" Trophy Church Ruin with the addition of some roofing and windows. After attaching it to the base with white glue, the Trophy vac formed Cobblestones were affixed to the base, weathered with a raw umber wash and pastels.

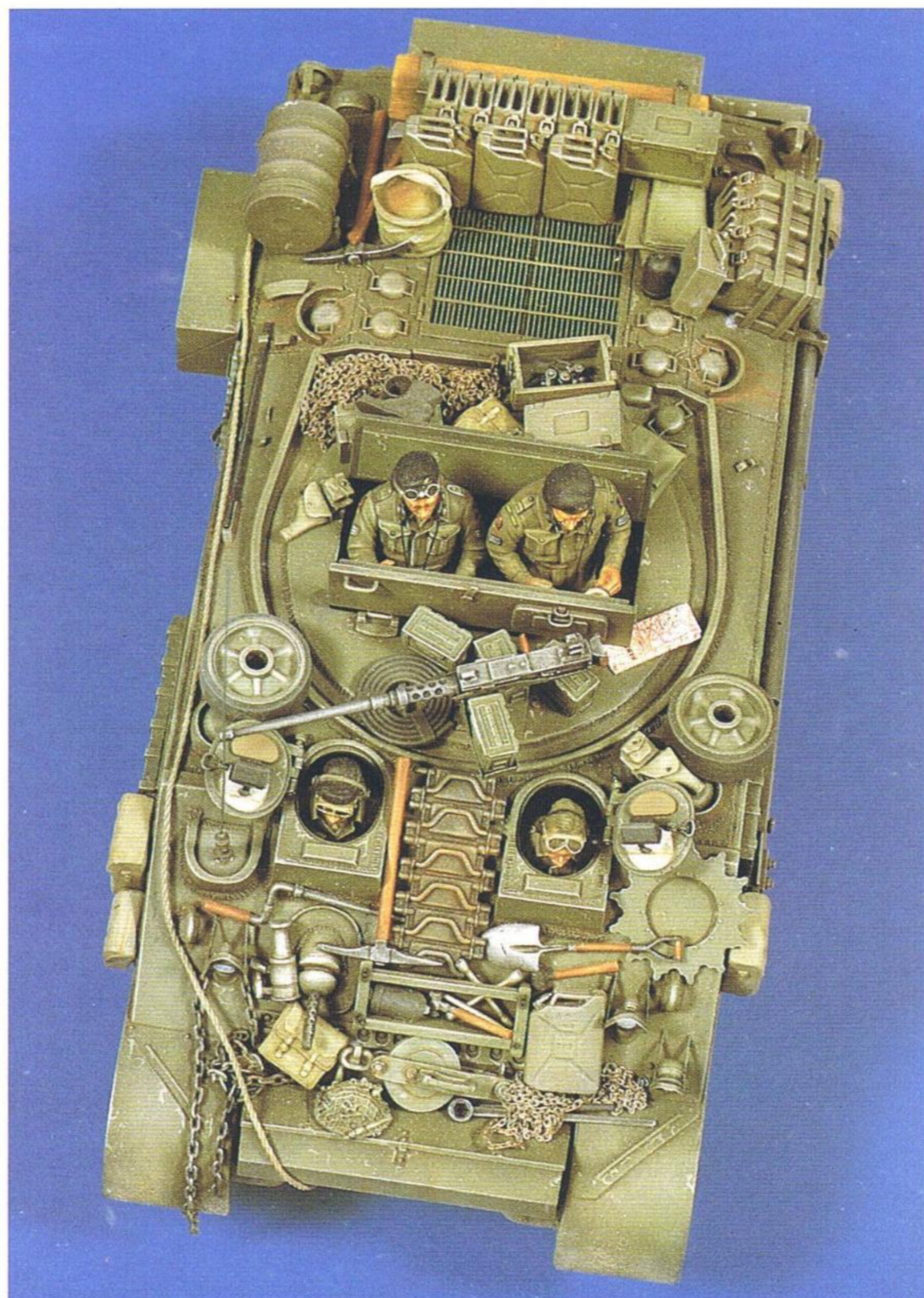
Some pebbles, sand and common dirt was interspersed with Porion (or Celluclay) and applied to strategic locations on the layout.

Next Trophy Red and Gray Bricks and Tiles were added for additional debris.

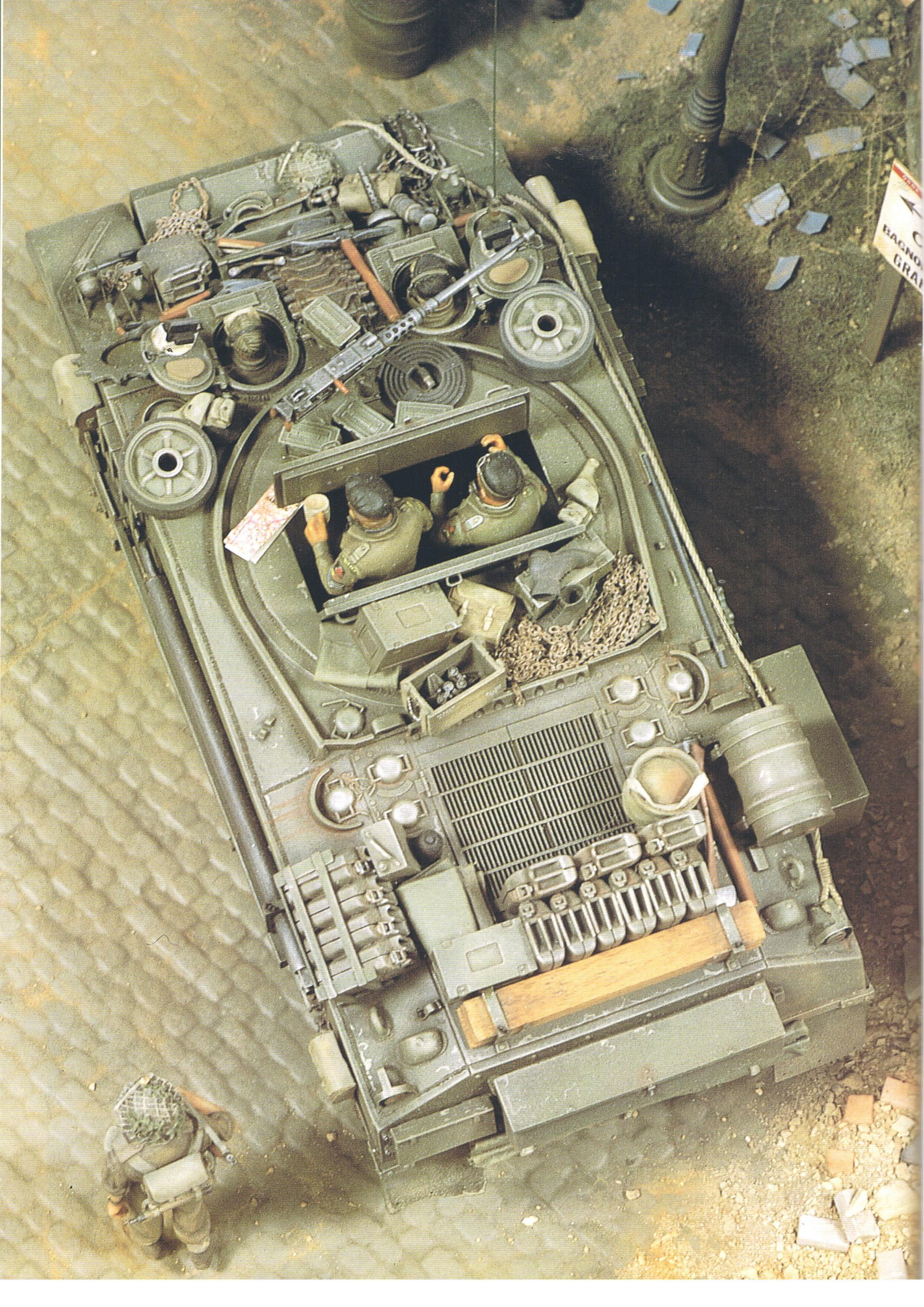
A dusting with pastels completed the groundwork. Additional accessories such as VP Road Signs, Oil/Fuel Barrels, Lamppost, Barbed wire, Shell Cartridge cases, were added for that finishing touch. A good idea for another diorama is a similar scene but with graveyard, trees and fence.



A characteristic feature of recovery vehicles is the multitude of accessories stowed. Every square inch of available space is used to carry tools, spare parts, tow cables, chains, jerry cans, crates, wooden pegs etc. Although painting them takes some time, the tank would not look convincing without these assets.

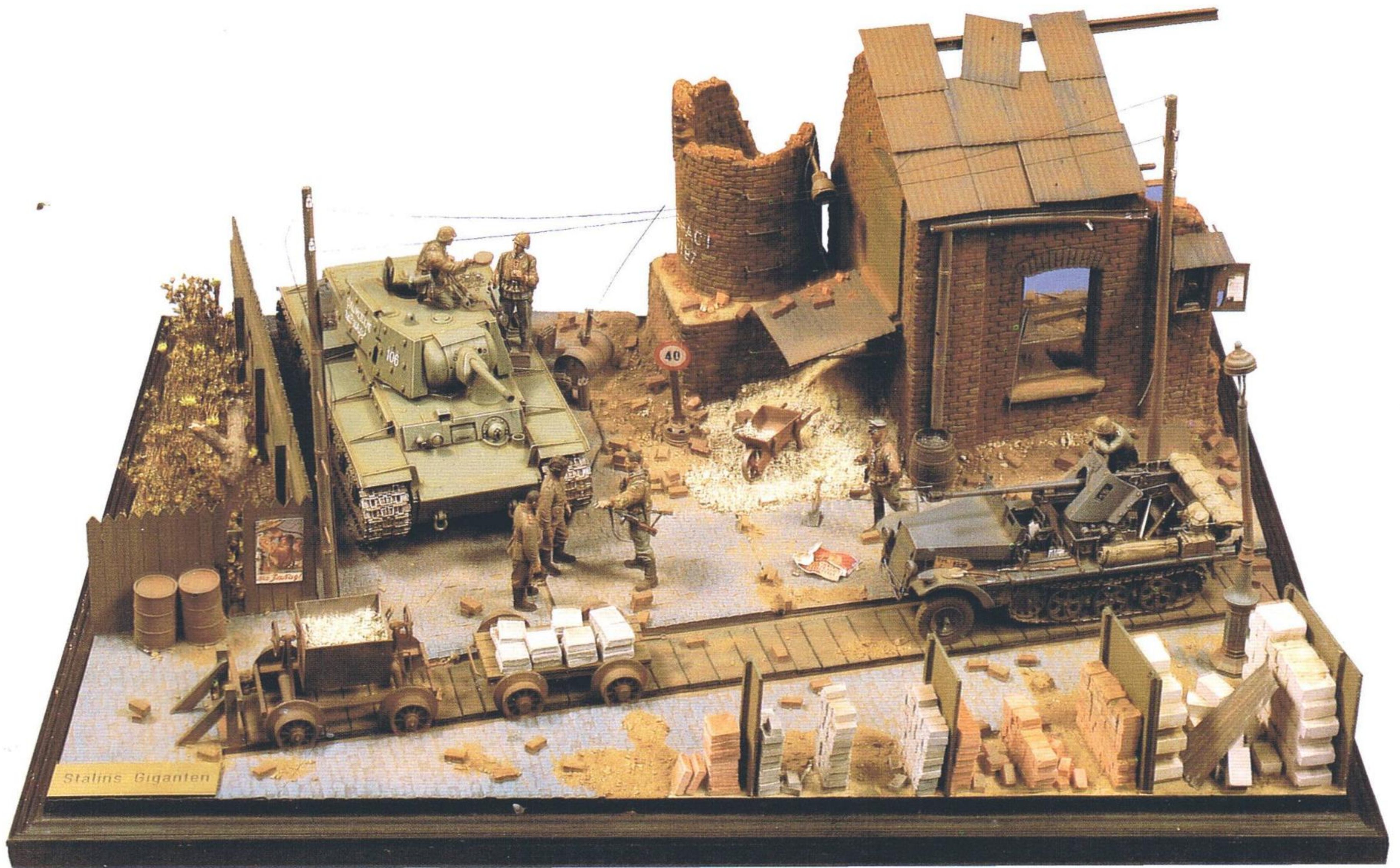


The German prisoners opposing the British MP's wearing different clothing, indicating they belong to different units.



# "STALIN'S GIANTS"

by Martin SCHUH



Edited by



Experienced modelers will tell you the key to good modeling is imagination. Oh, that's easy..., nothing to it..., piece of cake !

But what if you're not that kind of person who can come up with new ideas like the magician who pulls the white rabbit out of his tophat time and time again.

Reading books and talking to fellow modelers might help. Picking useful ideas from other dioramas and combining them on your display is another possibility.

One thing Martin SCHUH does not have to worry about is new ideas. This prolific German modeler, who has a keen eye for detail, always seems to amaze the public with original ideas. One of his latest diorama's, combining

some unusual vehicles and a factory ruin, is set in the "Barbarossa" era. Funny, but few modelers seem to be attracted by WWII Soviet armor and soldiers, although they had a major part in the downfall of the "Third Reich".

This diorama proves it's not merely the type of vehicles that matters, but the kind of scene you create with them.

Described on these pages is a story of an SS-Panzer unit running into a lost and lonely Russian KVIB tank, capturing the occupants, in the early days of "Operation Barbarossa".

Themselves traveling in a Demag type, 1 Ton halftrack equipped with a 5cm Pak gun, took a short cut through the compounds of this brick-yard where they found the tank in hiding.

It's obvious they will take whatever is useful from the Soviets (especially weapons and ammunition), leaving them only their uniforms.

The KVIB tank is from Tamiya improved with small detail and tracks added from Model-Kasten, doubling the value of the kit because of the price of these accessories over here in Europe. The Gunze Sangyo 1 Ton Demag vehicle with 5cm Pak gun is equally expensive but is a welcome change from the usual halftracks released in kit form. Both received the same treatment but with different colors (Panzer Gray for the German machine and Soviet type Dark Green for the other). VP's Soviet dry transfer markings are the answer to a long-time problem. Custom to WWII Soviet

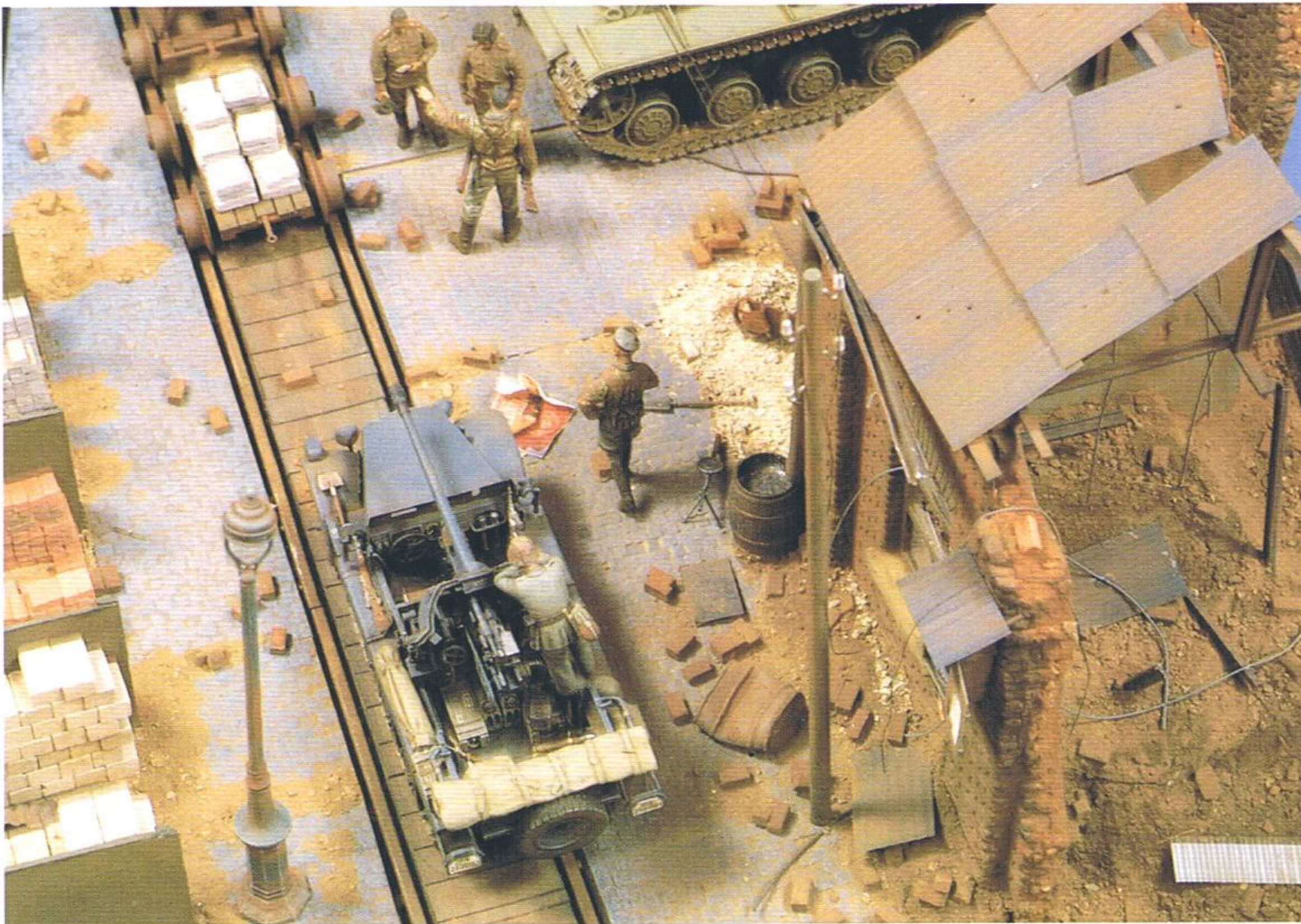
vehicles are the turret-painted slogans and they usually come as a one-piece decal in the kits, leaving a nasty film when applied.

Illustrating the poor condition of the Soviet logistics no gear was stowed on the KVIB unlike the Demag which has plenty. The trolleys were completely made from scratch according to some photos illustrating a mine article. The flanged wheels are taken from a big scale locomotive. Finding eight was a bit of a problem. So much for the vehicles.

The figures are mainly from VP but a single Hornet and Puchala figure just had the right pose. Four of the five Germans wear the SS camo smock of green, rustbrown, black with bright green patches. Soviets are painted in regular brown which is not an easy color to wash and blend.



**Fig.2** The building with corrugated metal sheet roof effected by the blast which destroyed a large part of the factory. Note the telephone pole and the small wheelbarrow under the awning.



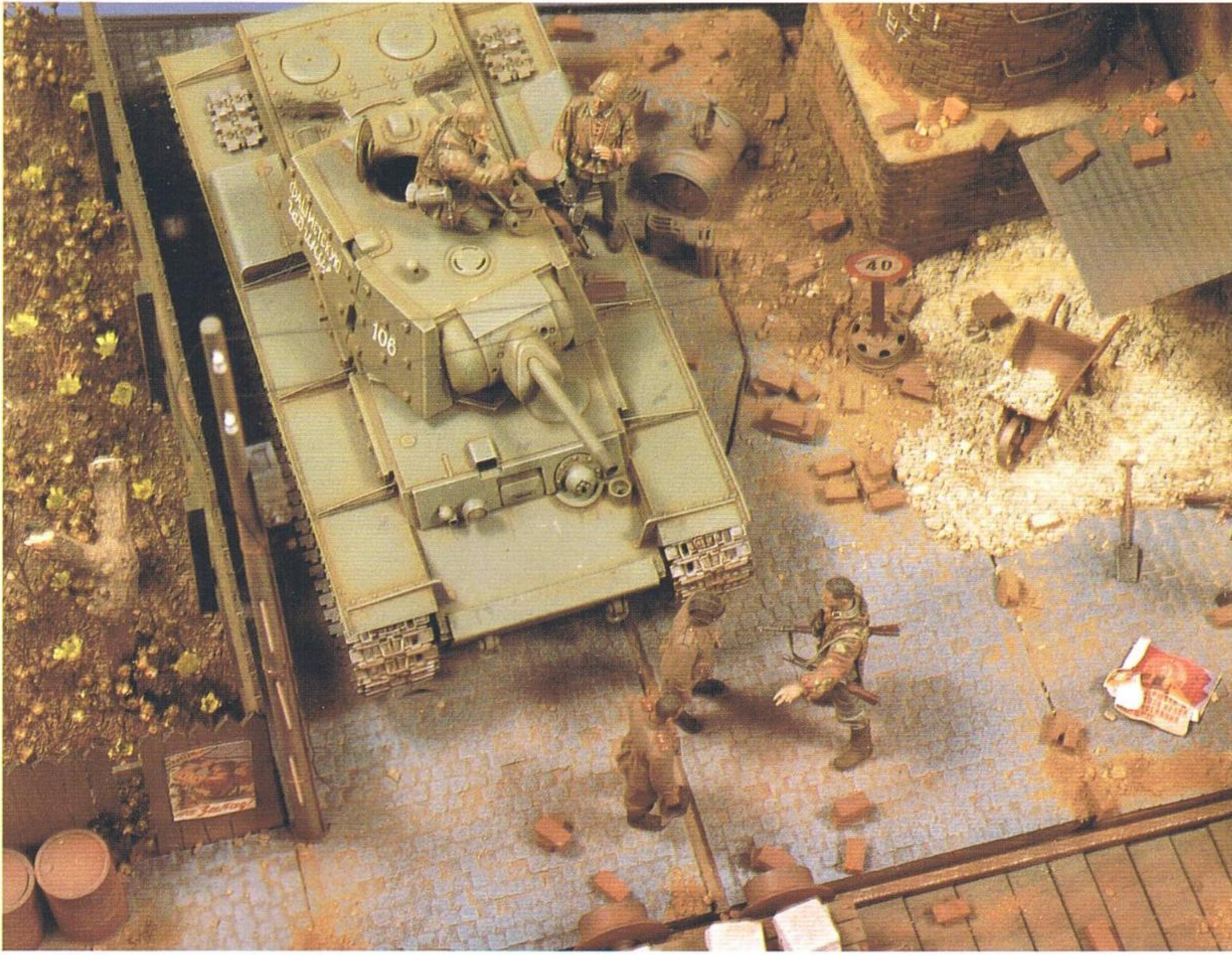
**Fig.3** The German vehicle which differs considerably from the usual diorama eyecatchers. Note the fancy lamp-post in the corner and the waterbarrel to the building holding some water made using clear varnish and some paint.

**Fig. 4** The vehicle from the rear showing the ammo and jerry cans inside the gun compartment. The gun is fairly accurate for a 1:35th model, enhanced by weathering with gunmetal and gray. A nice touch is the oil can on the side, flattened by a passing tank track. VP posters and roadsigns can not be left out in any scene.



Most of the scene's entourage will be recognized as VP or TROPHY with the "Small Factory Ruin" as main attraction. Several sheets of Trophy Corrugated Metal Sheet cover the roof of the ruin and the awning aside. A small piece of the same covers the electrical distribution box on the wall.





**Fig.5 & 6 Tamiya's KVIB benefitting from the Model-Kasten tracks which take hours to complete but which are as accurate as a plastic model track can be. Vegetation, as usual, has been gathered from the garden and the local flower shop, both invaluable sources for years.**

Keep looking for these small items, they can fill an empty spot and do not dominate the scene.

The rain-pipe is easily made of a straw which is easy to cut.

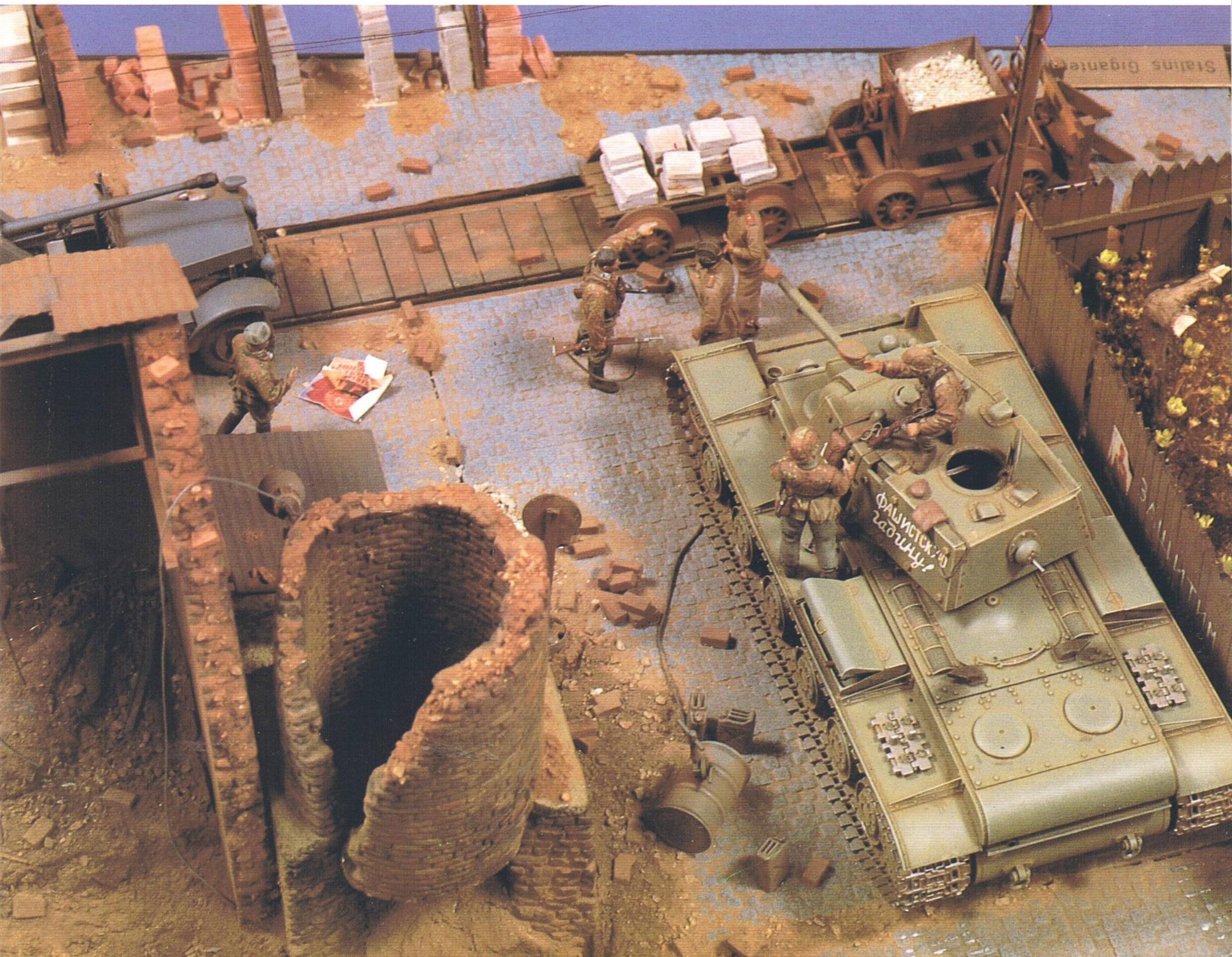
The entire platform, apart from the small bush area behind the fence, is covered with Trophy cobblestone sections matched in a convincing manner. You could even try different ground levels. The railway track was cut afterwards and small wooden beams filled the gap between the plastic rails.

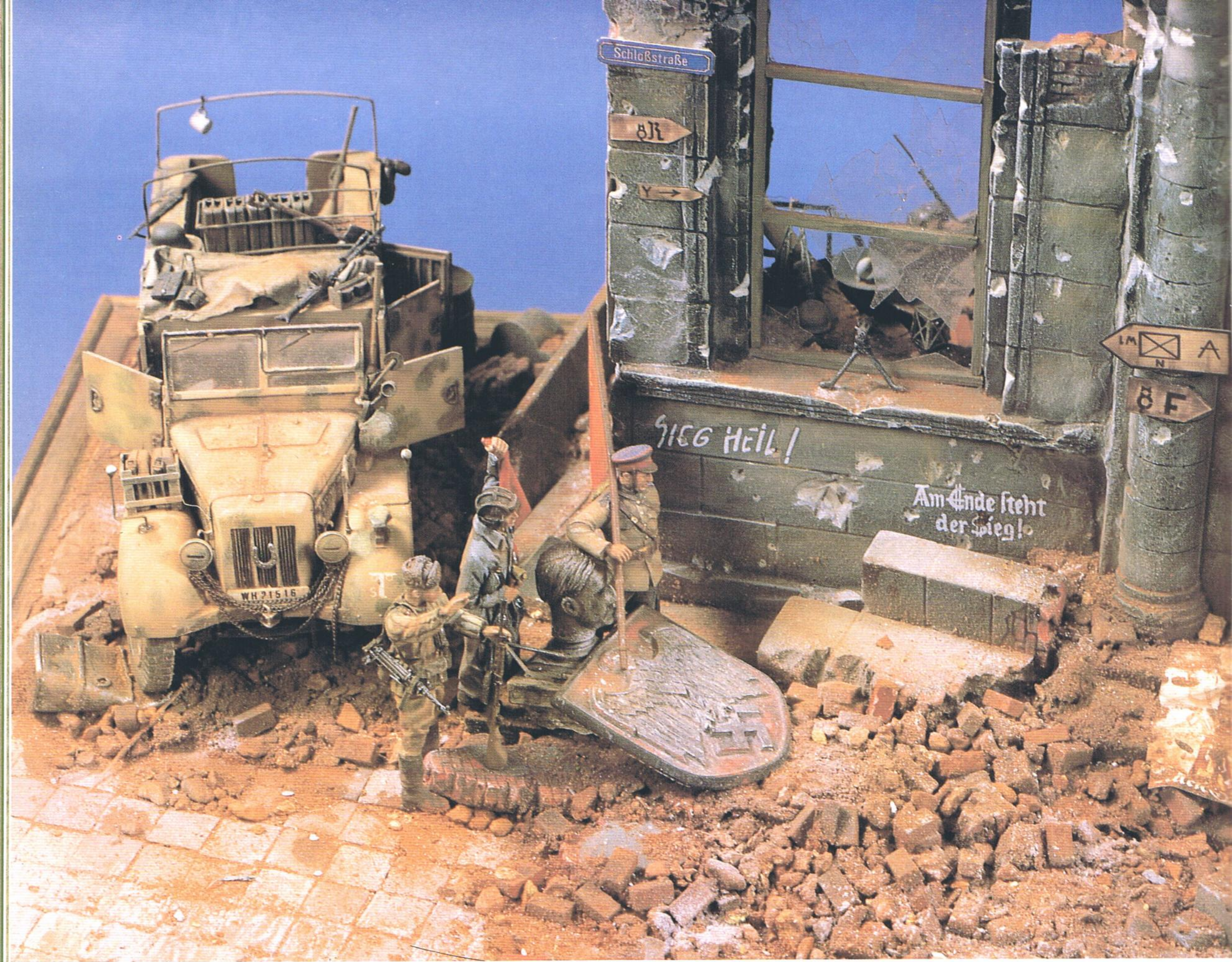
To keep the cost down only a small corner of the diorama is filled with piles of brick and tiles (all Trophy), yet creating the illusion of a larger stock behind what is visible.

The fence is easy made of balsa wood, cut and sanded smooth and subsequently washed and weathered with chalks.

Extensive use of this material can be witnessed all over the diorama with a heavy concentration of dust around the ruin itself.

It accentuates a scene from the dusty archives of WWII.





# Berlin 1945

## "The party is over"

by Dieter METZDORF

While his buddy was working on "Stalin's Giants", fellow modeler Dieter METZDORF was engaged in setting up this historic scene also involving Soviet troops. He situated his story in downtown Berlin towards the end of the war when the Russians captured many "Third Reich" buildings and worked out their frustration on anything impersonating the German occupant.

The diorama represents the entry of some jubilating Soviets into the streets of battered Berlin where they ran into a partially destroyed Governmental building, housing some kind of ministry. A hastily abandoned German 3-Ton SdKfz 11 vehicle sits beside the building, still loaded with MG's and

jerrycans of rare fuel. Obviously, the horseshoe on the radiator grille didn't bring them any luck.

On the other hand, three Russian soldiers are having the time of their life, being photographed by a fellow officer and next to a large Adolf Hitler bust and an impressive German "Reichsadler" or Eagle Crest shield.

A corner of the diorama is taken by captured German ordnance and equipment, being closely guarded by a Russian Military Police officer.

The crew of the rushing SU76, which was completely scratchbuilt, already had one too many and are clamorously

celebrating victory. A sole SS sniper was captured by the drunken troops and is facing a very uncertain future.

Anyone interested in a likely scene will find almost all of the items in the VP range. Starting with the German Governmental Ruin which, after being painted and weathered, can be decorated with numerous signs, flags (including Swastikas), dry transfer wall slogans etc. The time of bare interiors is over with VP wall paper, floor tile sections, carpets, paintings and the like being readily available. The outside pavement tiles are all taken from



**Fig.3** Completely scratchbuilt SU76 model with the celebrating crew wearing different outfits. The laid-out Swastika flags are disrespectfully trampled.



**Fig.4** Not only ammo, crates and boxes have been hauled from the ruin but a close look reveals the presence of a typewriter and some filing maps. Note the tracks of an earlier tank left some marks on the pavement, an interesting touch of detail.

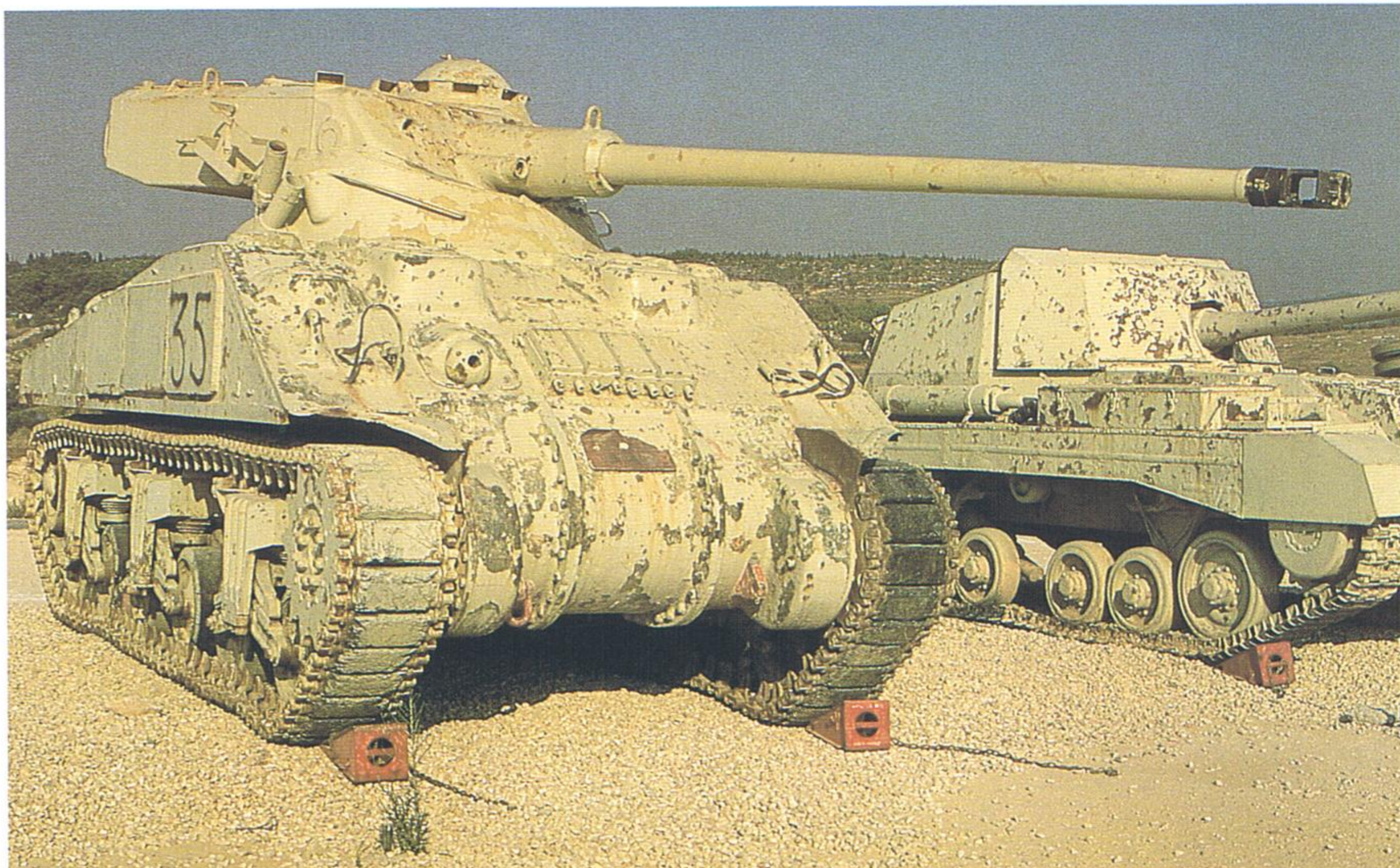
Trophy's Gray Tile set and individually pressed into a soft base mixture, followed by debris, sprinkled on randomly.

Soviet figures and German gear and equipment are neither hard to find, several brands have them, it's up to you to pick the best.

Instead of the Sovereign SdKfz11 and the scratchbuilt SU76 one may decide for a Italeri or Tamiya model.

The rest is practice, practice, and more practice.

**Fig.1** The AMX turreted M4A2 Sherman preserved at the IDF Armored Corps museum at Lantrun. Although the chipped-off paint indicates otherwise it is still intact.



## ISRAELI/EGYPTIAN AMX-13 75mm TURRET

A 23-year old Sherman conversion in kit form

The history of this unusual Sherman conversion goes back to the Six Day War between Israel and Egypt. In June 1967, the Israeli armed forces operating in the Sinai captured a Sherman tank which was dug-in several kilometers from El-Arish. To their surprise it was an Egyptian modification using a M4A2 hull equipped with a French AMX-13 turret; which proved the Egyptians had pursued the same objectives as the Israelis (updating the less-effective 76mm gun of the regular Sherman turret) but with different hardware. Unlike the Israelis, who used new long-barreled 75mm guns in redesigned turrets, the Egyptians held on to the original AMX turret with all its deficiencies. These were mainly an unreliable autoloader mechanism, a cramped turret interior and ineffective operation under desert conditions. More of these tanks were captured from the Egyptians and retrofitted with the 75mm main gun from their M50 turret. This required the addition of a large rear turret bustle to serve as a counterweight for the new gun and to provide sufficient recoil space. Smoke

grenade dischargers were added on the turret side (two on each side) as well as the ever present jerrycan holder (on the right side). The additional applique armor welded on by the Egyptians was left unchanged. Now, the Israeli's had a "new" weapon system which would out-class the basic design it was built on and which was still in use with the enemy. It once again proved the ability of the Israeli's to turn a situation in their favor.

### THE AMX-13 TURRET IN 1:35th

The photos with this article show one of the captured and updated Shermans

with AMX turret. It is preserved in the IDF Armored Corps museum at Lantrun, near the highway connecting Tel-Aviv with Jerusalem. It features the early M4A2 hull, the VVSS suspension with the early style rubber block tracks and a 3-piece bolted transmission housing installed on the nose.

The VVSS chassis and the T41 type rubber block tracks can be found in the Italeri M4A1 kit (N°225).

Some of the Italeri bogey wheels were replaced with some "battle-damaged" ones from VP's "Sherman Update Kit" (N°204) released some years ago but which proved its value once again.

This kit contains valuables such as different types of bogey wheels, different hatches and hatch updates, open and closed periscopes and covers, antenna mounts, rear hull telephone box, etc.

The hull of our model is VP's M4A2 welded hull (N°333) which fits the Italeri chassis quite well (it was actually designed for it).

A few things need to be changed to have our hull match the photos. The VP hull only features two applique armor plates on the right side and only the front plate on the right side. Some 1mm plastic sheet was cut to size and cemented to the hull side. To simulate the welding seams several methods can be used.

For those with a Pyrograph tool the answer is simple. For all other modelers a few tips.

If you want to keep it simple you could just shape the weld seam with a blunt



**Fig.2** The model completed, prior to painting. Note the additional detail added to the hull side and front. The various materials used can be easily determined.



**Fig.3** Hull and turret detail of the right side. Note the empty jerrycan holder on the turret. We preferred to have the jerrycan installed.

knife before applying the armor plates to the hull. Another method is to mix some putty with a few drops of liquid cement and apply it with a brush to the edges of the armor plate.

Additional shaping with a knife may be necessary. The 3-piece bolted transmission cover seen on the photos was taken from VP set 344. Minor adjustments are needed to have it fit the hull and chassis.

The front part of the fenders were saved from the Italeri kit and glued to the resin hull. Some plastic sheet and strip used to fill the gap between fender and transmission cover (see Fig. 2). A final hull update was the addition of a 1mm wide plastic strip to the lower edges of the hull and a rear hull



**Fig. 5** The commander's hatch with its all-round vision blocks. Note the extra bracket next to the filler cap on the engine deck.



**Fig.4** Our model from behind, showing the rear hull stowage rack made from an Italeri kit part. The additional applique armor plates from plastic sheet show clearly against the resin hull. Note the various handles and rails from copper wire.



**Fig. 6** A view on the left turret side of the real thing. Note the position and aiming direction of the smoke dischargers and the bracket on the lower edge.

stowage rack, commonly used by the IDF (see Fig. 4). The tie-down rail on the rear hull deck was added from copper wire (not shown on the real life photos with this article) and lamp guards from VP's photoetched Sherman Super Detail Set (N°263) (which features some 23 different Sherman update items) were glued over the front and rear lights.

The driver's and co-driver's housing may need some sanding to match the rounded shape of the real thing (see Fig.1). A spare track stowage rack was constructed from plastic strip and glued to the front hull slope.

Four spare track shoes were added with copper wire serving as the connector pins (see Fig.2). The rear engine bulkhead furnished with VP kit N°333 was slightly updated according to Fig. 12. The VP AMX-13 turret

(N°546) was integrally built per kit instructions, including the addition of copper wire handles and tow hooks.

It fits easily into the M4A2 turret ring but was left unglued to facilitate painting. Positioning it now without the diorama in mind would limit the options afterwards.

#### PAINTING

Although the photos show the Sherman in a somewhat off-white color scheme it was painted like all IDF tanks taking part in desert warfare. It shows what prolonged exposure to the sun can do.

This may have been one of the reasons why the canvas turret cover was removed on this exhibition Sherman. Our model however still features these anti-dust covers on turret and barrel. The model was sprayed Humbrol Matt 29 which is no longer available in their range of enamels, but which can be substituted with a similar color. All



**Fig.7** The upper rear of the turret with the two top hatches and the air/fume extractor in the middle. Note the shell discarding door at the rear.



**Fig.8** A view on the upper engine deck which is no different from a regular M4A2 deck except for the omission of the filler cap in the center aft of the access hatches.



**Fig.9** Once painted, weathered and pasteled it is impossible to distinguish the various parts which were needed to build this model. Note the extensive use of rust-colored pastels and the stained effect of the pastels on the engine deck.

photos show the original color has been overpainted with the greenish paint applied to today's Merkava's. Needless to say a wash with artists oil colors (Raw Umber, Burnt Sienna and specially Yellow Ocre) was applied to accentuate the cavities and indentations. We have tried other methods to obtain the same result before, but none was to our satisfaction.

This does not mean we stop experimenting with colors and color combinations and we trust you will do the same. The same goes for the weathering and highlighting procedures.



**Fig. 10** A view allowing a complete update of VP hull and turret. Few additional detail is necessary to complete the model as can be judged from this photo.

Until a more satisfactory method is found we use our own well-proven way of creating depth in a model. Still one of the more difficult parts of modeling is bringing your model to life. To our opinion washing alone is not enough, nor is highlighting, which is proven by so many models so many times. For a while the importance of pastels as a finishing medium has been underestimated by many modelers.

However, the subtle effect which can be obtained with this material is unique and worth developing.

We know modelers who were at first hesitant to try it and who are now swearing it's the best that ever happened to them in their modeling career. Remember, it is never too late to try something new, especially if it can improve your modeling.



**Fig. 11** A perfect look on the rear of the turret and turret bustle. The position and angle of the smoke grenade dischargers is evident. Note the commander's cupola extends some distance from the turret side wall. Brackets for an additional shovel and a non-identified tool are mounted on this side of the turret.



**Fig. 12** The rear end of the Sherman clearly showing the rear engine bulkhead. The VP kit part was updated accordingly. Note the metal sheet identification plate on the left of the sloped rear hull plate and the mounting brackets for the stowage rack on the lower edge of the same.

**Fig. 13** Two large antennas from stretched sprue finished the model which was set aside until a suitable diorama idea emerges.





In Focus :

US ARMY  
APACHE PILOT  
&  
GUNNER



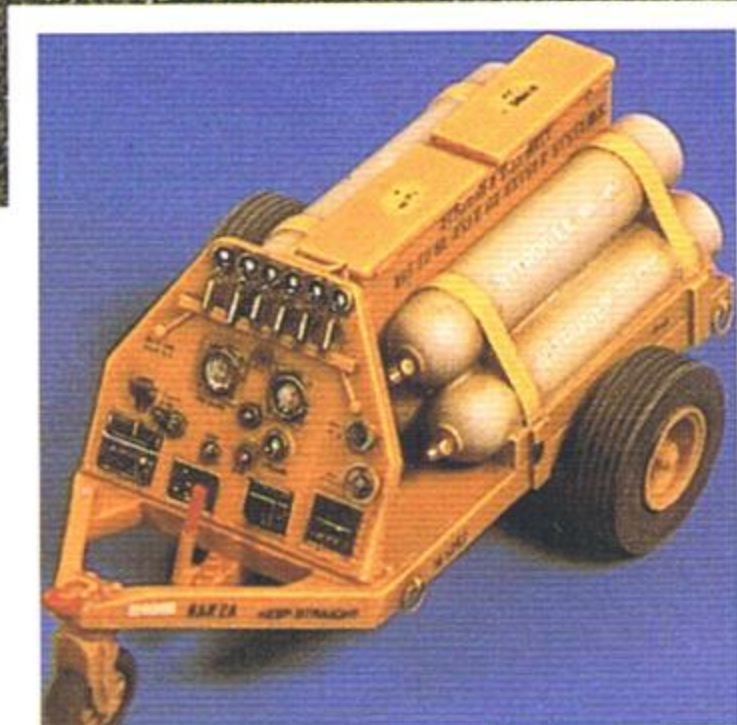




A very uncomfortable piece of gear is the NBC (Nuclear, Biological & Chemical) warfare protection mask, used on many occasions during the early days of the Gulf War with Saddam threatening to use chemical weapons against any allied attack.

Protecting the intestines against chemical agents is paramount and instant reaction to the alarm call can save your life. Crews are therefore carefully trained and checked on their response time.





## US NAVY's Nitrogen Supply Cart & General Purpose Cart

Everything was simple in the early days of aviation. Some fuel in the tank and a swift hurl on the engine crank handle got you airborne. Today's fighters take a lot longer to have all systems linked and ready for action, sometimes exceeding 20 minutes of stationary engine cranking. Modern jets are stuffed with avionics to control engine performance, weapon systems and navigation equipment. Like your home computer, aircraft avionics are high performance units and produce a tremendous amount of heat which has a negative effect on their performance, even causing malfunction. Your PC transfers excess heat to the environment but aircraft control units are confined within the airframe needing a cooling system and that's when nitrogen is needed. Because of ample space on a carrier deck, nitrogen supply carts on board are kept compact and are designed to





be man-handled, meaning fewer bottles and a low center of gravity. Although a towing pintle is provided for tractor hook-up, the cart is usually pushed by two or three men maneuvering it amidst parked aircraft. The main control panel is angled for easy monitoring from higher elevations (a ladder or the upper deck of a mule) and the entire unit is painted yellow for visibility. The bottles have a light gray finish distinguishing them from oxygen or acetylene bottles.

Each bottle has separate feed lines and shut-off valve while each pack of three bottles has a flow indicator.

The center upper console serves as a storage box for the feed lines and has two hatches.

Although principally similar, units on different carriers may vary in detail as the VP cart in 1:48 scale illustrates.

Bombs (large Mk82's or small blue-painted practice bombs) are hauled across the deck using the small cart shown here. The standard wheeled "chassis" can be turned into an all purpose handcart by fitting a metal box to the frame. One push bar is inserted in either side strap attachment.





## AH-64A APACHE

### US Army Attack Helicopter

Monogram's 1:48th kit given the VP treatment

The least you can say of the AH-64A APACHE, the US Army's newest attack helicopter, is that it's an impressive looking aircraft.

Its assignment in the recent Gulf War did not go by unnoticed and almost all combat missions flown turned out successful.

Many Iraqi soldiers will continue to relate the Apache's silhouette with death and destruction, especially the Iraqi tankers who feared the launcher-fired Hellfire anti-tank missiles the most.

Whenever possible, we at Verlinden try to combine an update set (aircraft or armor) with a Lock On or Warmachines photo file, enabling the modeler to check the accuracy of the box contents and providing sufficient reference material for those willing to go beyond. The real life photo's illustrating this article are all withdrawn from LOCK ON N°13, released earlier this year and holding 80 more color pictures covering all external as well as most internal details of the Apache.



Monogram was the first to release a quarter inch scale kit of this McDONNELL DOUGLAS design and we can agree on one thing : it's the best one around. It is clear they had a close look at the real thing, establishing a very high degree of accuracy in panel lines and riveting.

Overall appearance is excellent and so is the casting in dark green plastic. Cockpit interior and seat detail is

almost perfect and the nose-mounted TADS looks like the real thing.

Cockpit glass is very crisp and clear but we hated the integral casting of the windshield wipers which had to be removed for the installation of the photo-etched replicas.

The complicated rotorhead, although simplified, closely resembles the real thing. Another plus is the tail section with the accurate tail wheel assembly



Fig. 3 & 4 The completed model without the main rotor after painting and weathering. The sponson avionics bay is painted using the picture at right as a guide. The hinged door is part of the photo-etched frame and so is the main leg cable cutter assembly. Also note the rocket pod front plate.

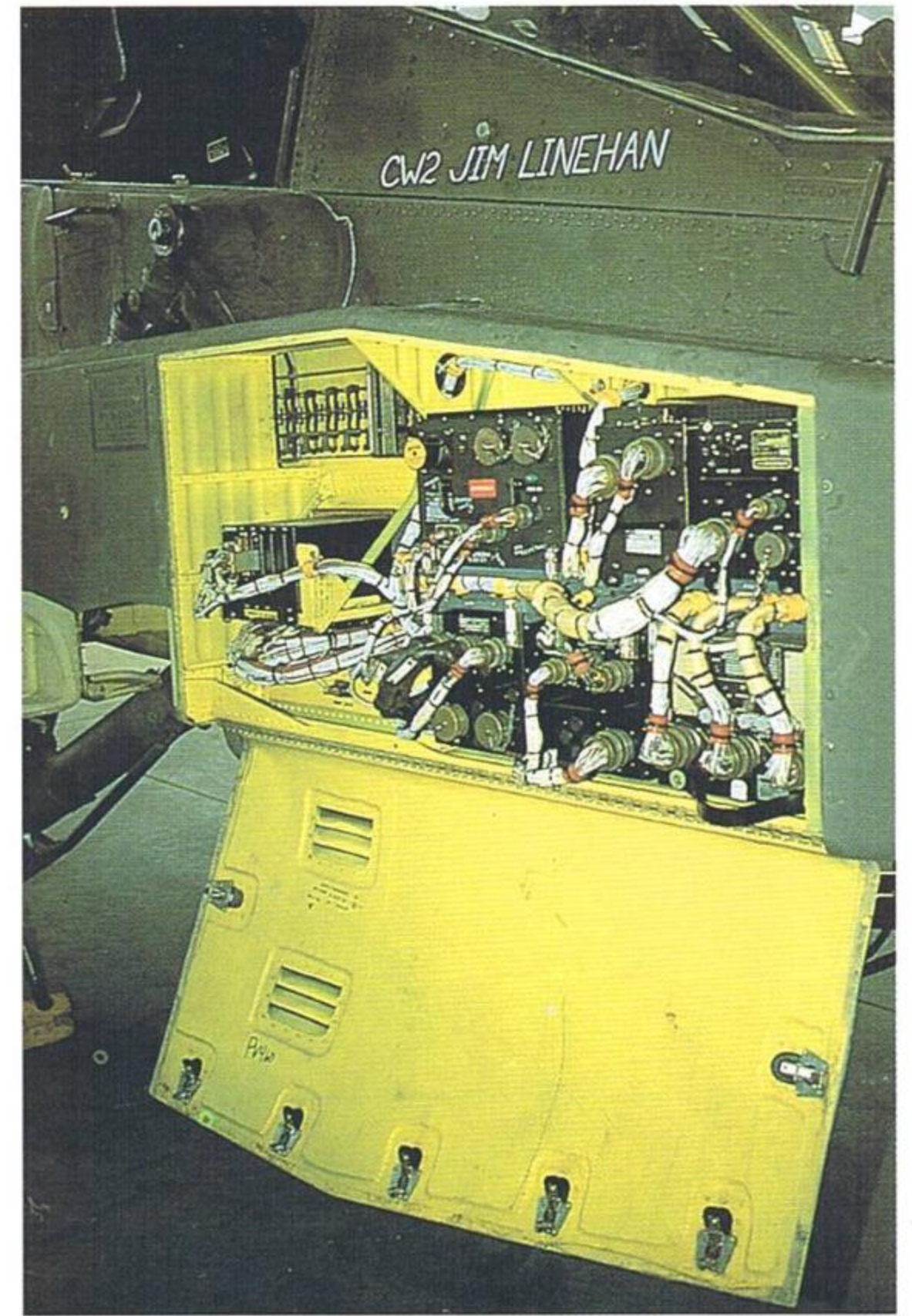
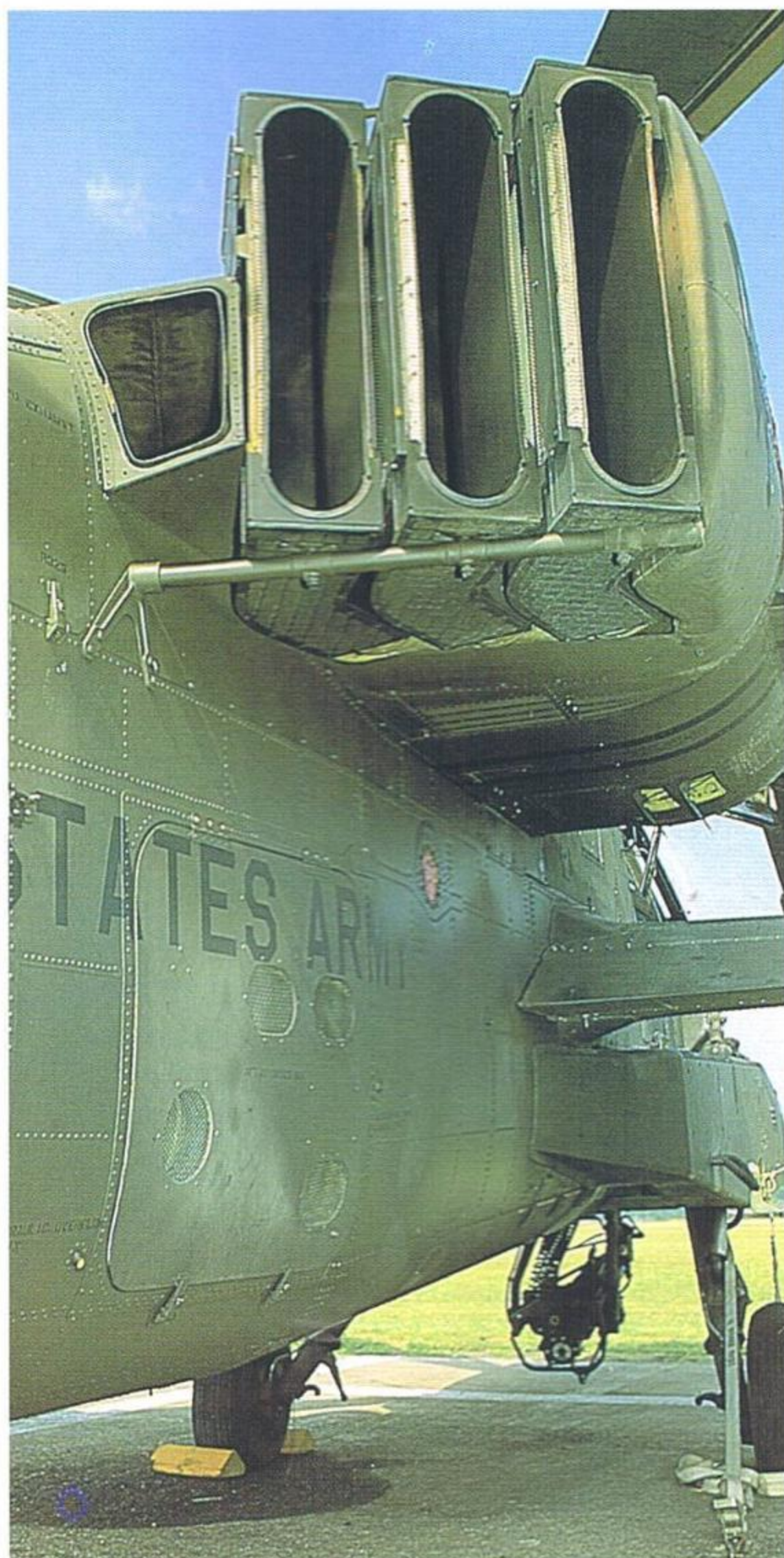


Fig. 5 & 6 The main problem of the Monogram kit are the oversized exhaust louvers which can be corrected by filing and sanding the interconnecting sidewalls and installing the detailed etched parts. The upper fuselage strengtheners between the engine nacelles (shown at right) are six separate pieces of metal to be glued in place. The same goes for the hinges at the bottom of the engine nacelle cover.



and tail rotor. Why then, since the kit is so accurate, release an update set? First, there are some drawbacks eligible for correction such as the main wheel legs with off-centered halves, the inaccurate chin gun and its mounting, the engine nacelles and exhausts and finally the Hellfire missiles and rocket pod suffering the same problems as with any kit. When both halves are joined and the glue has set the seams need to be sanded flush, almost always resulting in

an oval-shaped missile or pod, only to be corrected with putty which in turn needs sanding and sanding and... sanding. To avoid this, box 683 contains 8 crisply casted Hellfire missiles and 2 seamless rocket pods to be detailed with brass-etched accessories. A completely new and accurate chin gun is provided for inside the kit's mounting and both left and right main leg struts are casted to be updated with photo-etched cable cutters.

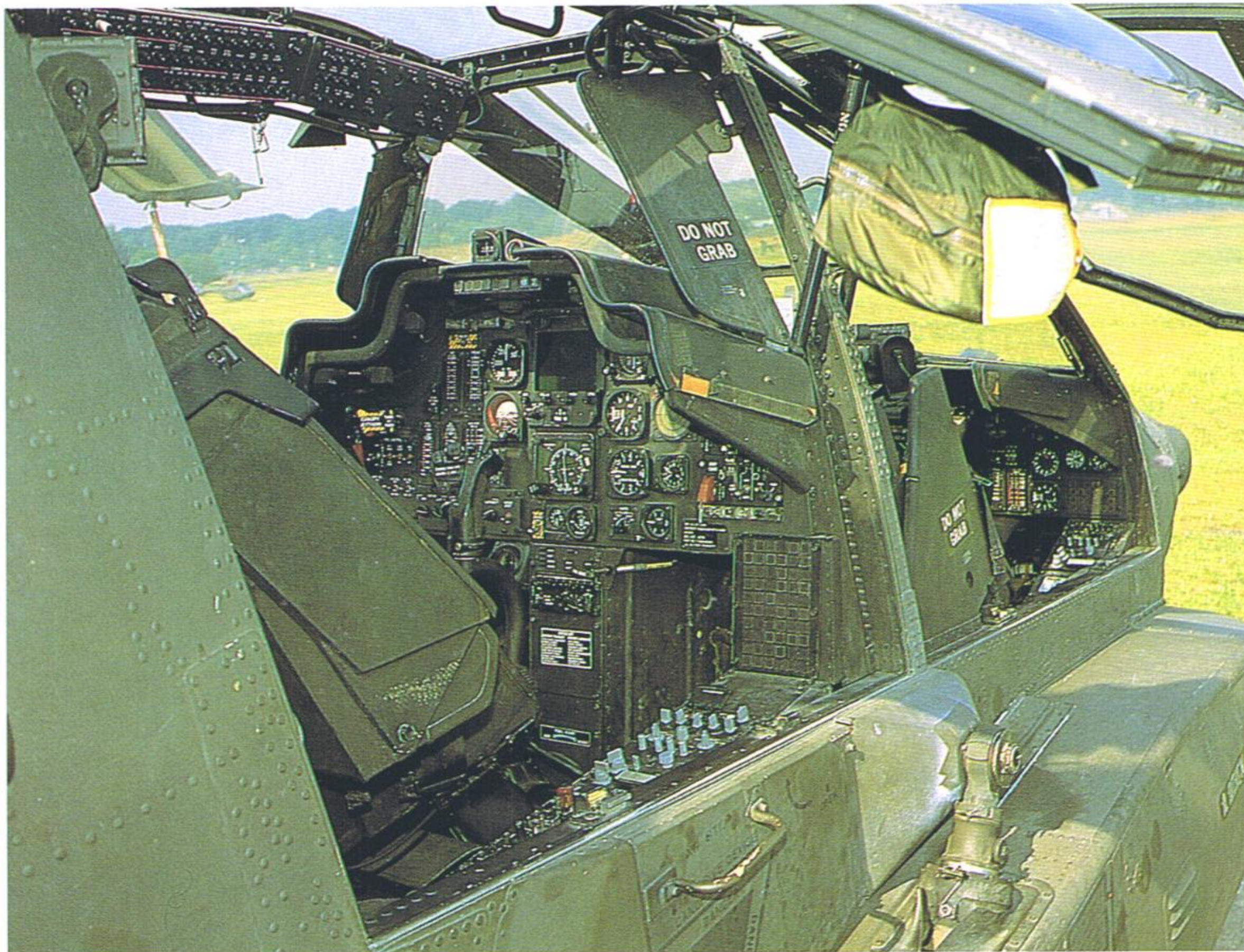
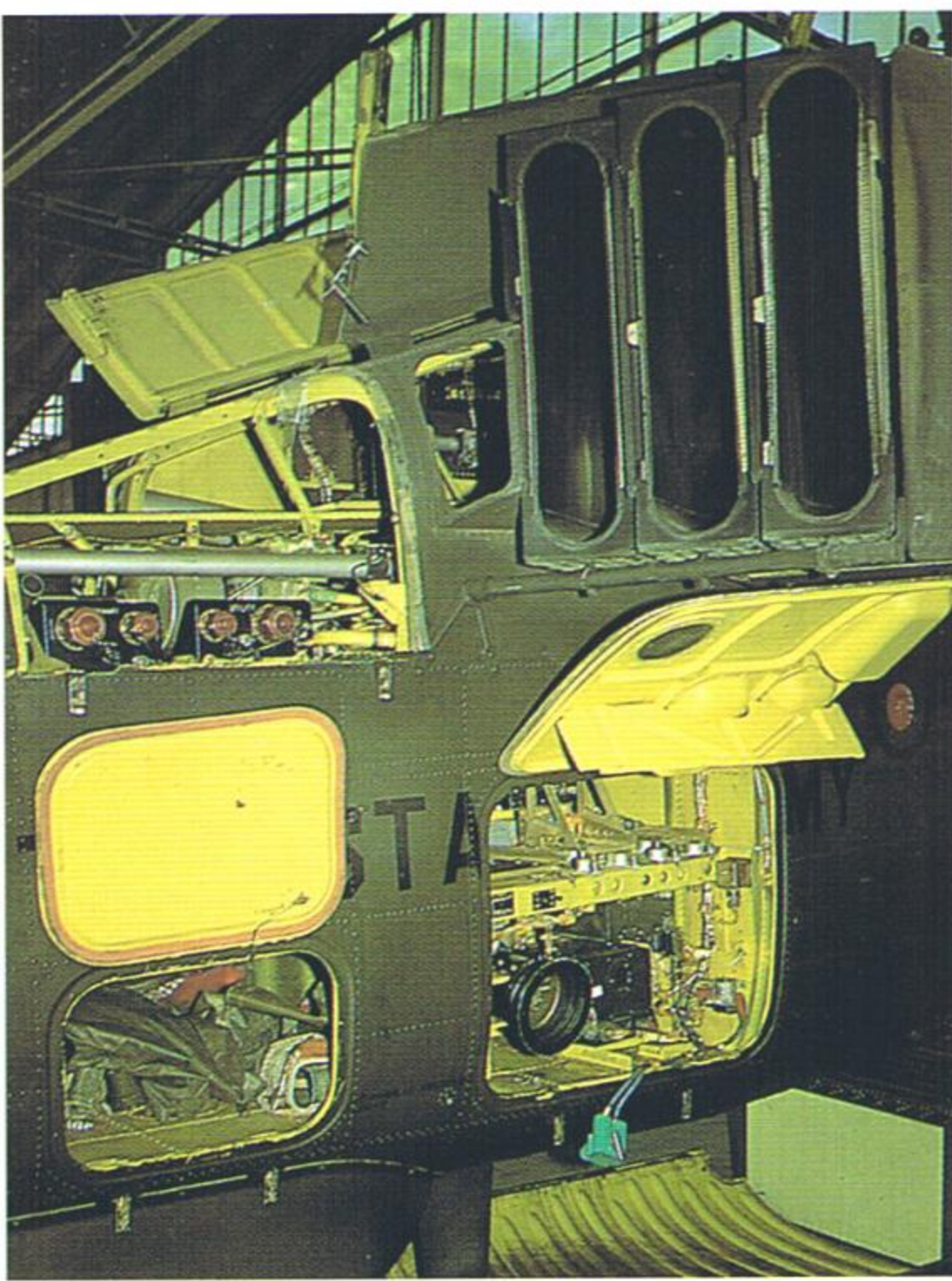


Fig. 7 & 8 The aft avionics bay and stowage compartment can both be simulated using the corresponding parts of the VP update set which will please many diorama builders. The doors are photo-etched parts to be shaped on the fuselage while the air scoops of the large door are made of resin.

Fig.9 An overall view of the real cockpit clearly showing the fuselage attachment point of the shock absorber and the first aid kit attached to the aft cockpit door.

Fig.10 A photo to compare the Monogram rotor head with the real thing and the VP "disco light" with the one mounted here on its platform, immediately behind the rotor assembly.

The most important improvement to please diorama builders is the addition of the right side avionics bays inside the front sponson and aft of the engine nacelle.

A completely photo-etched stowage compartment is provided which does require some skill to be shaped and glued in the tail section after the removal of both flush-casted side doors, but which looks great once the model is finished and displayed.

The tail-mounted chaff/flare dispenser is beautifully casted in resin while the segmented infrared suppression lamp on top is a combination of both materials.

Using both the VP instruction sheet and the Lock On one should be able to turn this Monogram kit into his best helicopter model yet.

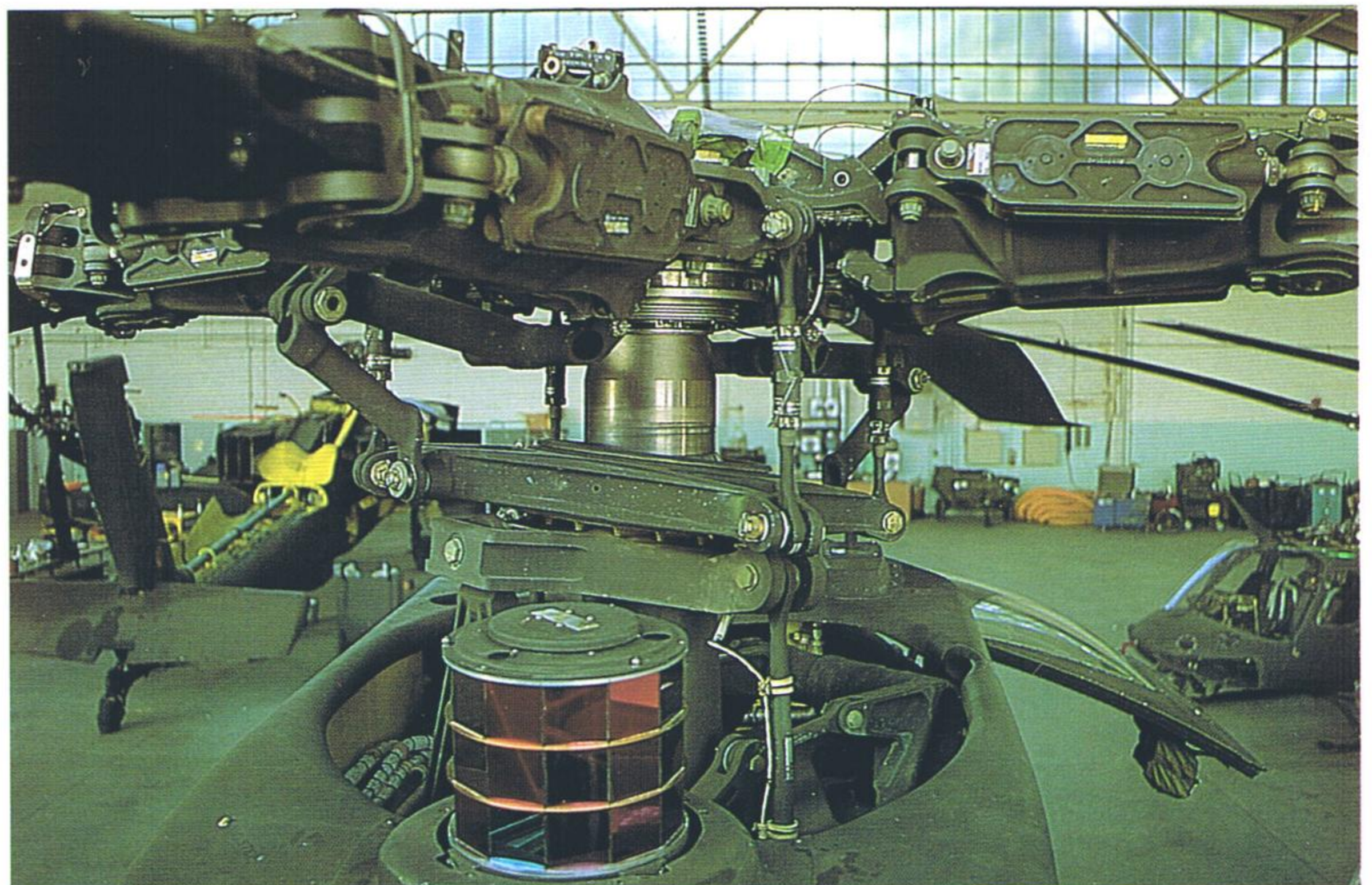




Fig.11 The completed model with rotor installed. Markings are all VP dry transfers, a must on the matt weathered surface, and applied as follows : smooth the area to take the transfer with a soft cloth. Cut the desired transfer from the sheet and hold in place with tweezers while rubbing. Apply a coat of varnish and finish with pastels.



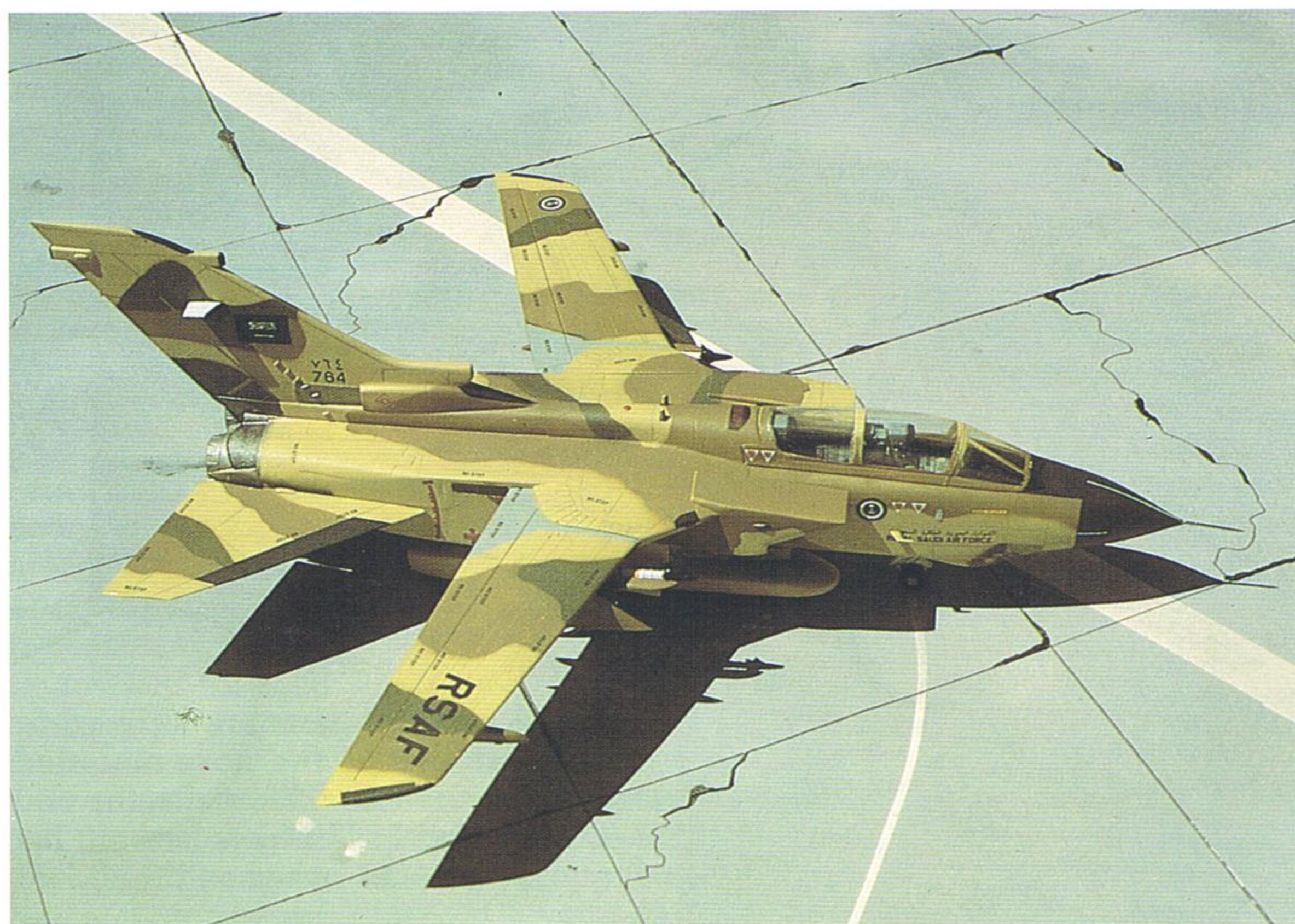
Fig.12 Some photo-etched parts are included to improve the appearance of the nose-mounted TADS, including the frontal cable deflector and cable cutter. Etched windshield wipers (seen in the background) replace the ones casted on the cockpit glass.



To prove that even a Verlinden kit can be updated, Eric DUFRASNES of Blaton in the south of Belgium turned Trophy's BTR-60 into a BTR-60PU command vehicle mainly using rod and copper wire. His friend J.-C. BALLIEUX used his Nikon F4 with 35/70 zoom set to a 2,8 aperture to photograph the final result.



A lot of good models and figures come from the Meir Youth & Community Center model club in England, a regular supplier of slides for this chapter. Member Phil STUTCINSKAS did a real nice job on this "Grossdeutschland" figure and used a perfect background in an attempt to fool us.



Robert V. LEONARD who serves in Sagamihara-shi, Japan is a dedicated aircraft modeler and built some very nice 1/72nd scale replica's, including this Hasegawa Gulf War Tornado of the Royal Saudi Air Force.





Long time readers of VP magazine will remember Roger HURKMANS 's scratchbuilt LTV-3 Buffalo in volume 2 number 2. Now, this resident of Moergestel, Holland constructed another water diorama, this time using VP's German rubber dinghy's and infantry soldiers.

He also discovered the advantages of a randomly shaped vignette base over the square diorama base.

Another member of the Meir Youth Hobby club is Tony BROMFIELD who portrayed this TIGER I in Russia. The zimmeritt pattern was sculpted from Milliput and drybrushed with Humbrol matt sand over a dark wash. Out of the 4 figures, 3 were given a pea camouflage pattern.



# Metalizing figures



**Fig.1 German WW II Tankers bust from the new VP Collectors series finished in different shades of brass, silver and bronze.**



**Something,  
just for fun**



**W**e have heard many modelers and even non-modelers lament the fact that although they admire large scale figures and models, they don't have the time or the energy to tackle the lengthy and painstaking process of acquiring the art of painting them. Many collectors love figures but also are unable or unwilling to finish them in the manner they could be proud of, and let's face it, a collection of attractive figures, busts or other models in a display case is a much greater source of pride than shelves full of unbuilt models still in the boxes. Chin up!, there is a solution and even experienced figure painters may enjoy a break from the intensity and enjoy themselves, it is allowed, you know.

With very limited skills and in a very short time, almost anyone can complete an attractive showpiece that will look as well in the living room or office as in your model room. The process of cleaning and assembling a simple kit is surprisingly

easy for even those who have never attempted one. Begin by removing the carriers, bond the parts together using the instructions or the box photos. Some slight filling at the seams may be required, then sand and clean well using water and a mild detergent. Set aside to dry. Go to any automotive supply that carries car paint in an aerosol can. Select any gold, brass, copper or bronze METALLIC spray paint. (The kind normally used for touching up scrapes or scratches). Make sure it is metallic! Metallic is high gloss and it is easier to use than other types.

The preferred shade is your choice and experimenting with various ones until you find one or more that gives the best results can be half the fun.

Spray the model with 2-3 coats, allowing each coat to partially dry before applying the next, until you achieve the desired high gloss finish.

**Fig.2 Figure coated (washed) with the oil mixture**





**Fig.3 A VP German WW II 200mm SS Figure turns into an attractive bronze statue that could become an interesting eye catcher for your living room.**

Then set it aside to dry for several days to allow the paint to completely harden.(3 or 4 days at least , preferably a week). Now begin the weathering/aging process by mixing black, raw umber and burnt sienna artists oils direct from the tube, **DO NOT THIN!**

The result will be a dirty, chocolate brown color. Coat the entire model with this mixture, undiluted, using a wide flat brush. Then using a soft cloth remove most of the coating so that the base metallic color shows through and the artists oil mixture remains in the recessed areas.

Use a large soft brush to remove any of the mixture that clogs up in difficult areas to reach with the cloth and also to blend away in areas which have too sharp a contrast.

The degree of weathering or aging is left to your preference and it can range from an ancient artifact, recently uncovered all the way to a item newly cleaned and restored.

Also remember that brass, copper and bronze are easy prey

to oxidization. This effect can be achieved by placing a small dab of artists oil green here and there and then clean and blend as before.

When you are satisfied with the aging/weathering, set aside for 4-5 days to allow the oils to harden completely. Now for the final step. Using ordinary furniture polish and following the manufacturers instructions, polish the model in the same way you would if doing a piece of furniture. A nice touch is to mount the model on a piece of marble tile or block with epoxy or superglue. It gives it a museum like appearance.

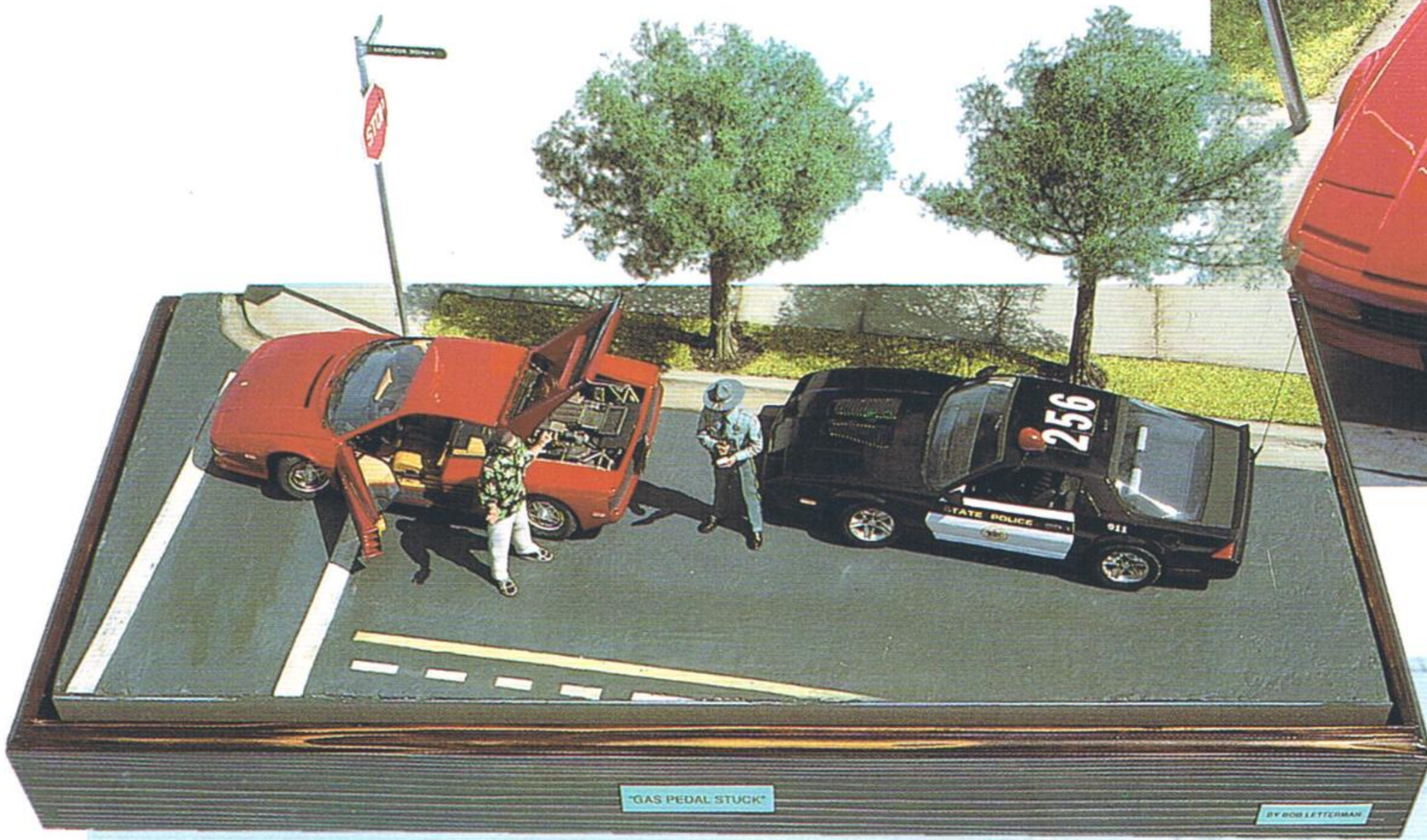
Remember, practice makes perfect.



**Fig.4 VPs 120mm Viking Warrior seen from a different perspective.**

# "Gas Pedal Stuck"

Something funny in  
120mm



by Bob LETTERMAN





The speed limit is 30 miles per hour (48 km) and the Ferrari is cruising at 100 (160 km), when suddenly, the driver notices the red light coming up from behind. He quickly pulls to the curb, jumps out, opens the engine compartment, turns to the State Trooper and says, "Gee,

Officer, I was scared to death, my gas pedal stuck to the floor and I thought I would never get it loose"! The Trooper opens his summons book with no acknowledgment of the drivers statement and begins writing. He has heard this story at least a hundred times. This is one of my "fun"

dioramas. Something to break up the intensity of heavy duty military building. If you haven't tried it, you should. About every 3-4 dioramas, I do one of these "just for me".

#### THE VEHICLES

The police car is the Revell Z-28 Camaro, basically out of the box with decals from the scrap box and a red light from a Tamiya Police motorcycle. The coil cord from copper wire. The Ferrari is the Italeri Testarossa with no modifications other than detailing the engine and interior.

#### THE FIGURES

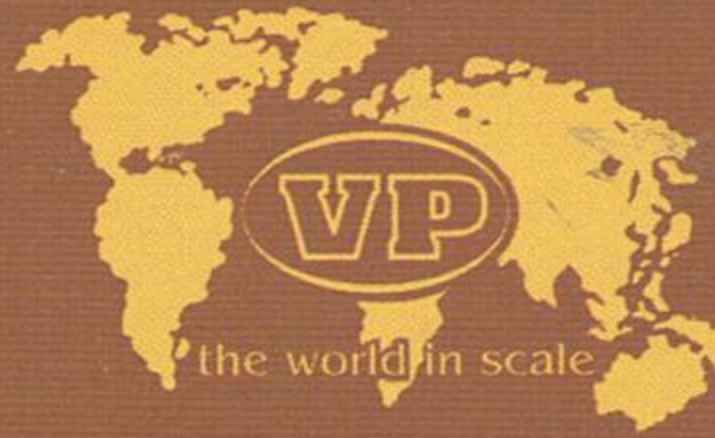
Both figures are the VP 120mm State Trooper USA. The trooper with no modifications and the Cocaine dealer type was converted using VP Putty, lead foil, and a head rom the VP Bare heads set. The shoes were carved to resemble sneakers, some VP chains around his neck, a single link for an earring and, Voila!, he becomes as close as possible to the opposite of what he began.

#### THE DIORAMA

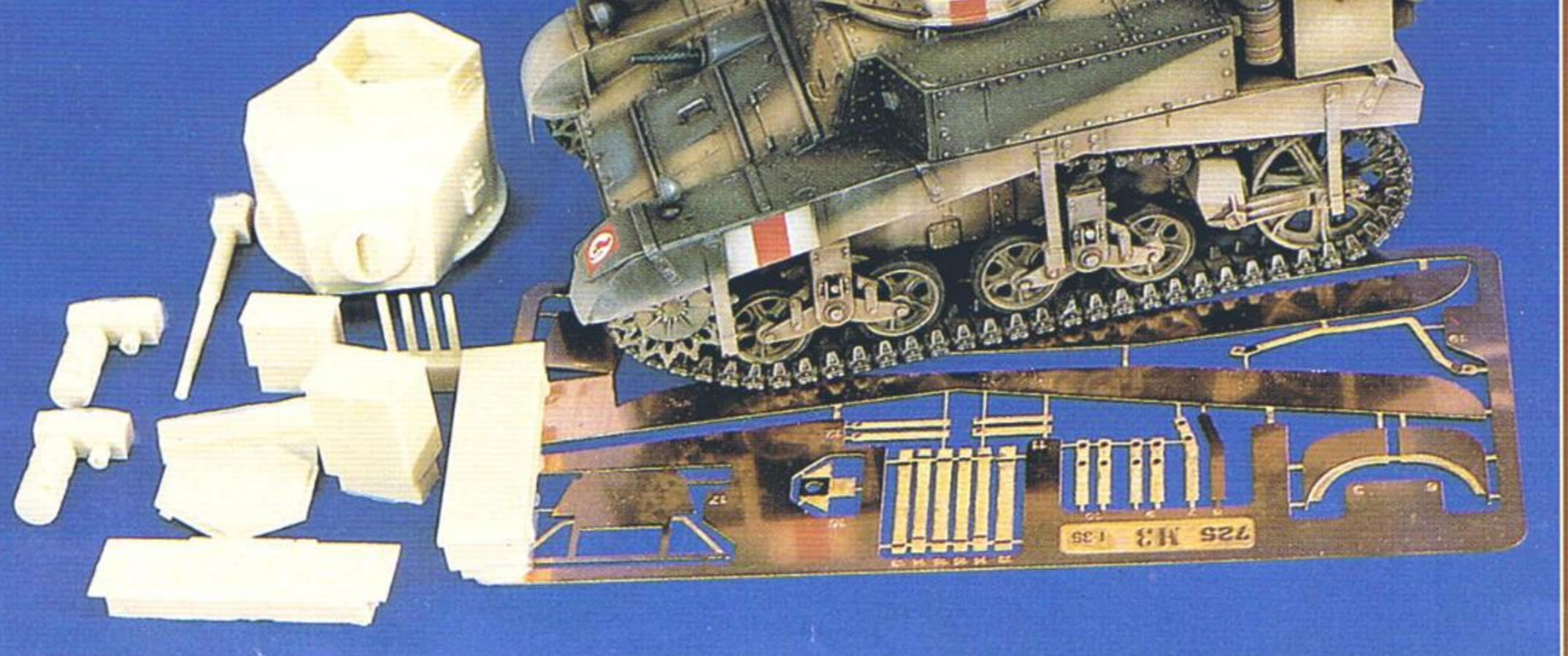
Curbs and asphalt from plaster, VP Static grass and 2 of the Large Trees. A brass tube with sheet plastic Stop sign and street markers.



# VERLINDEN PRODUCTIONS



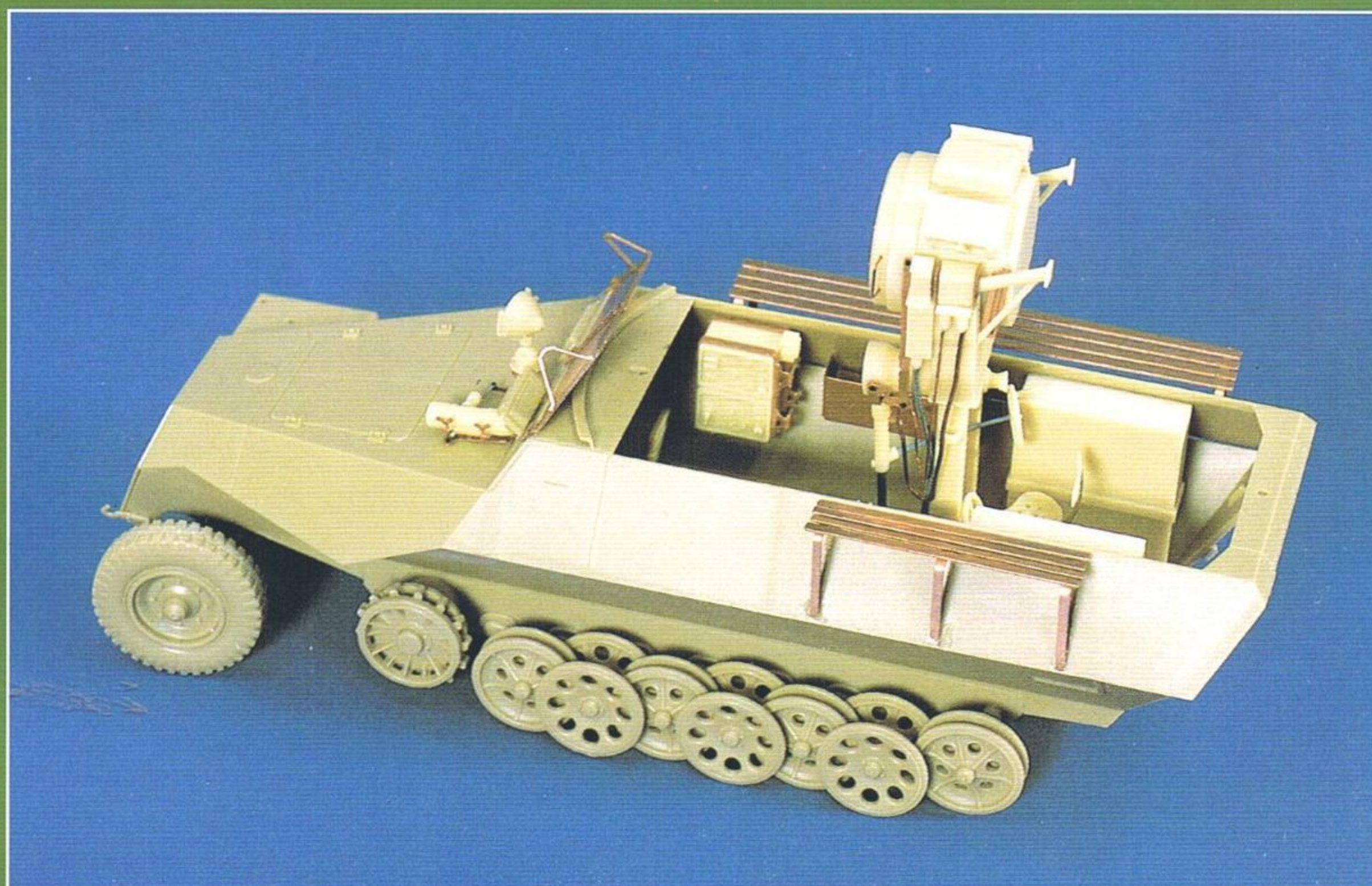
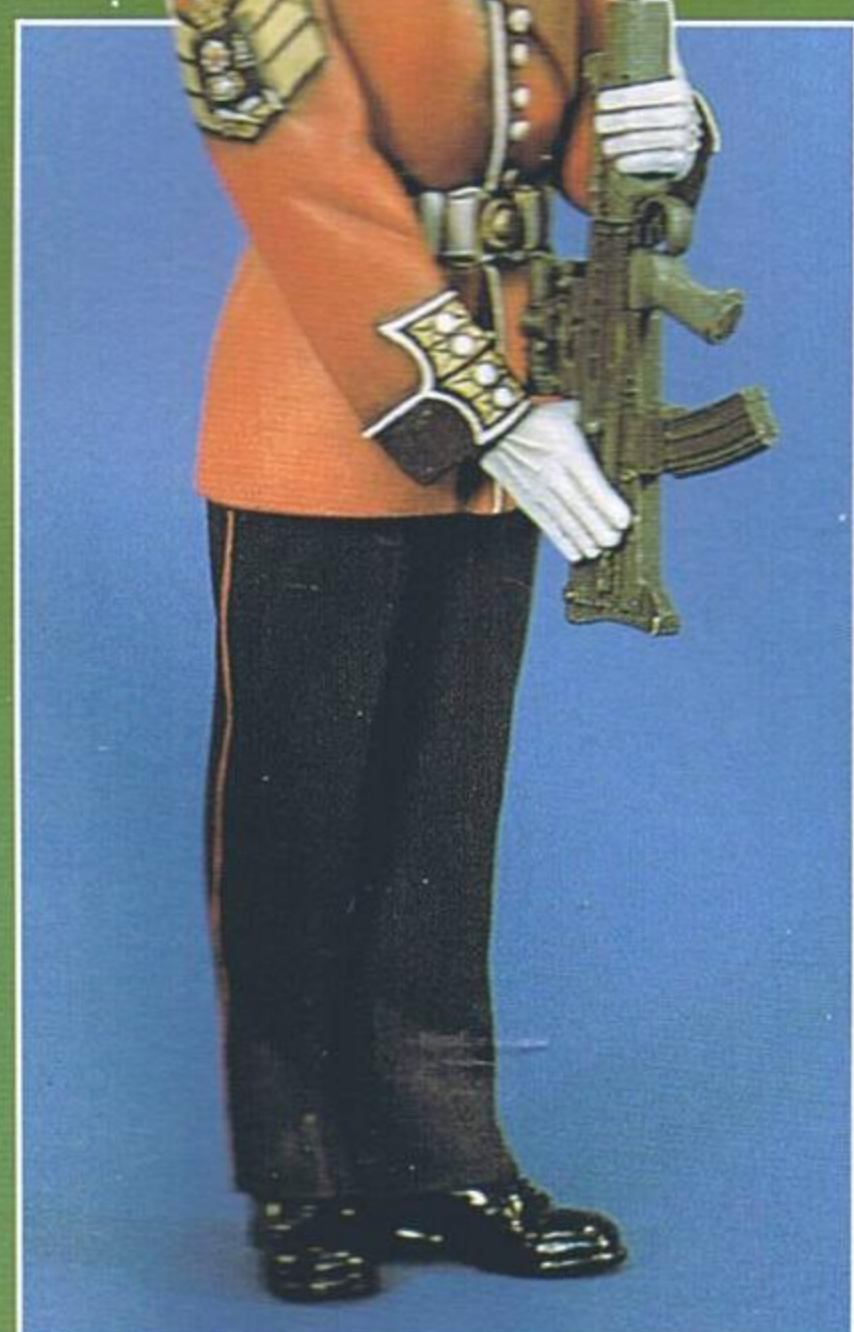
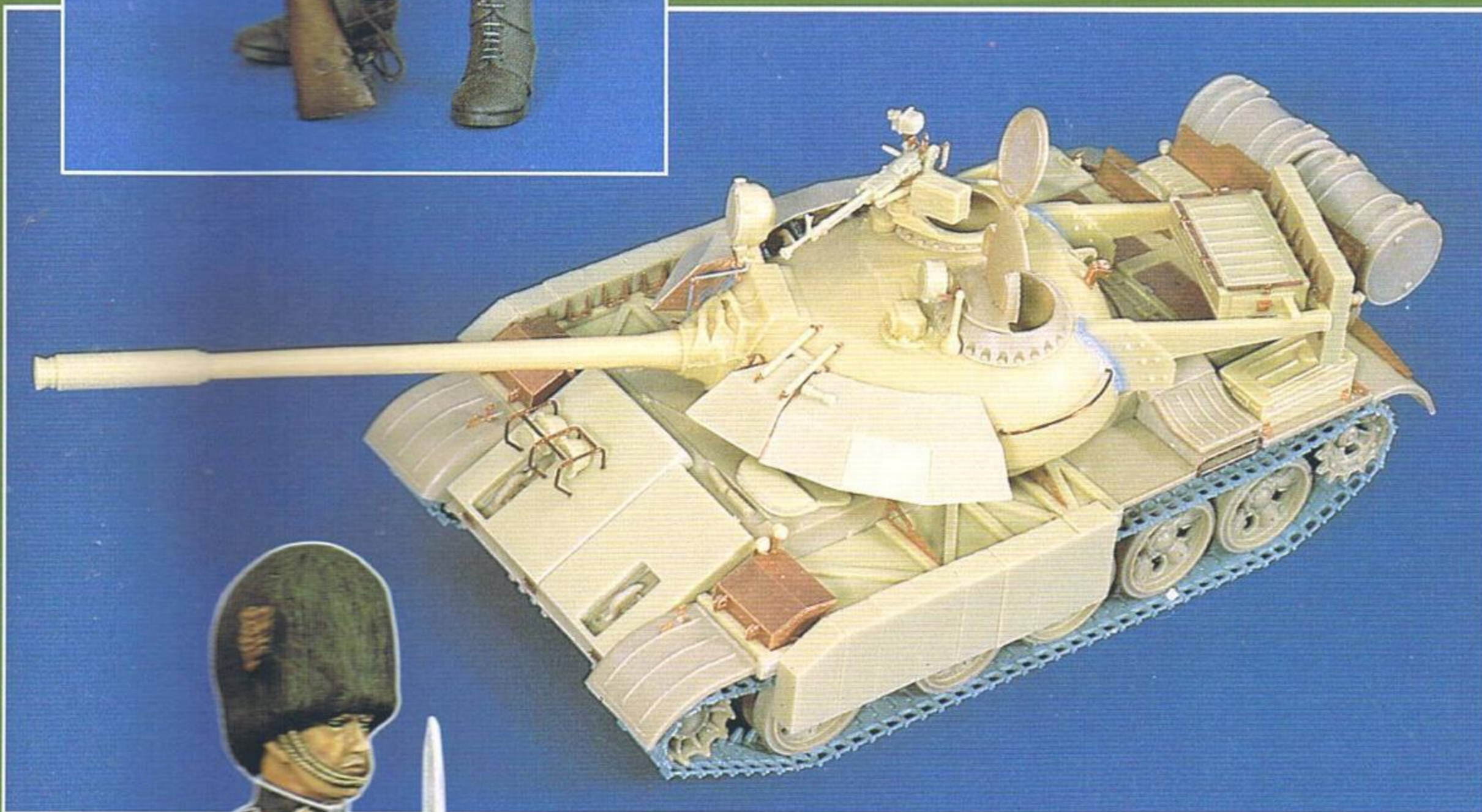
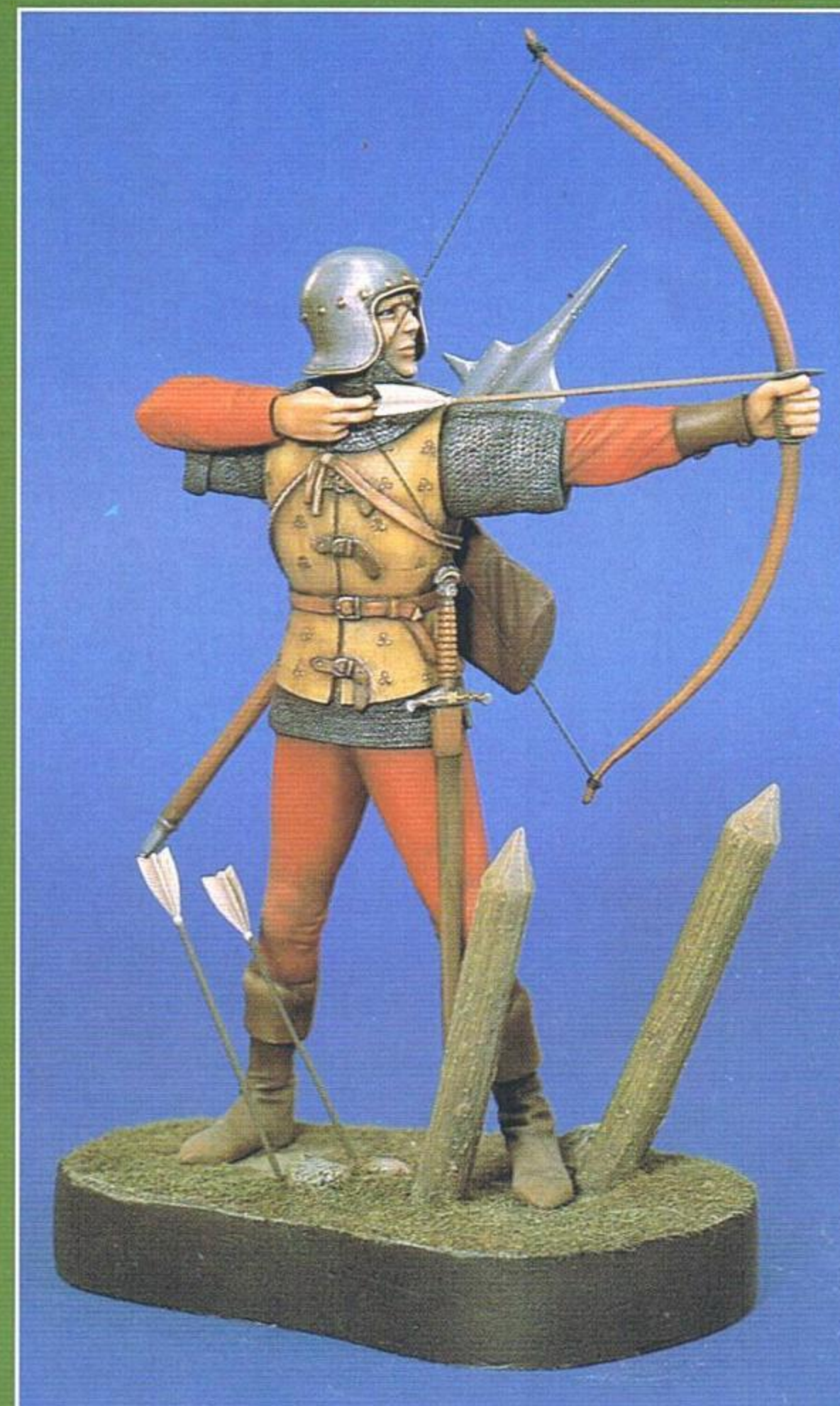
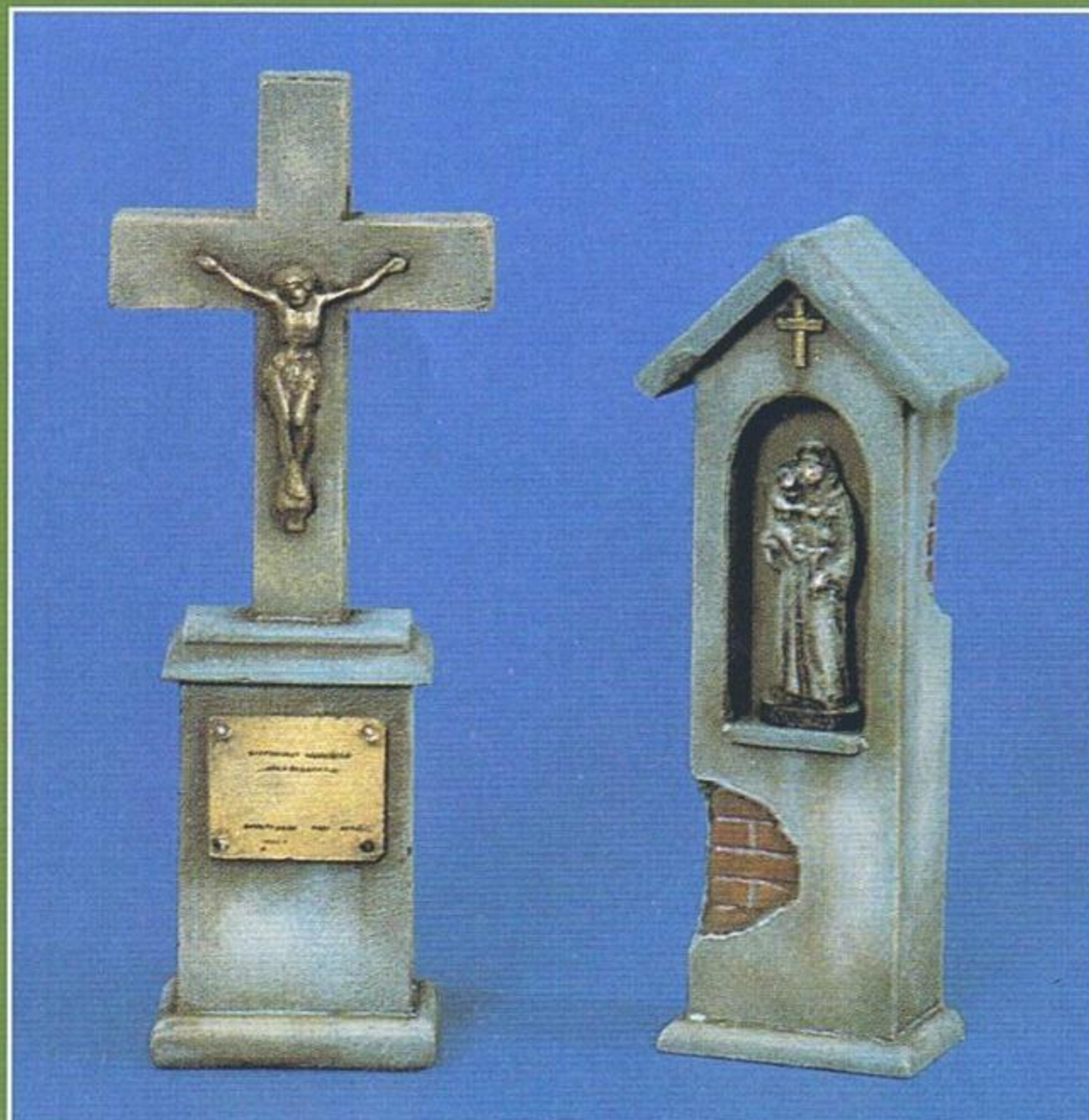
Some  
September  
&  
October  
releases



- 716 Dungeon Master - 150mm
- 725 British M3 Stuart - 1/35
- 728 Grant CDL - 1/35
- 730 Swat Police - 120mm
- 731 Roman Centurion - 120mm
- 737 Desert Fox - 1/4



VERLINDEN PRODUCTIONS  
Ondernemersstraat 4  
B-2500 Lier





STOP

KEY GAR

STATE POLICE